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DEPARTMENT OF TRANSPORTATION

100 S. MAIN STREET, 10TH FLOOR
LOS ANGELES, CA 90012

CONNIE LLANOS
INTERIM GENERAL MANAGER

December 1, 2022

The Honorable City Council
200 North Spring Street
Los Angeles, CA 90012

Subject: AD HOC COMMITTEE REPORT REGARDING HAZARDOUS AND ILLEGAL RV PARKING

Dear Councilmember:

The Board of Transportation Commissioners (the "Commission") asks that the City take immediate action to address the hundreds of complaints from concerned residents that the Commission has received over the last six months. The complaints concern the proliferation of oversized and other vehicles parked illegally on our streets for months going on years in some areas. In response to these complaints, the Commission undertook an investigation. Enclosed is a Report with its preliminary findings and recommendations based on the Commission's investigation. We ask that you review the findings in the Report, so that immediate action can be taken to address the concerns raised by the City's residents. If you have any questions, please contact the Commission.

Sincerely,

Eric Eisenberg
President

CITY OF LOS ANGELES

BOARD OF TRANSPORTATION COMMISSIONERS

Updated Subcommittee Report

Date: November 4, 2022
To: The Board of Transportation Commissioners
From: Subcommittee re Oversized Vehicle
Subject: Parking Enforcement of Oversized Vehicles

A. SUMMARY

Since July 2022, the Board of Transportation Commissioners (the “Commission”) has received hundreds of complaints from residents of the City of Los Angeles (the “City”) about the proliferation of oversized and other vehicles parked illegally on our streets. To investigate the concerns of City residents, the Commission created a subcommittee (the “Subcommittee”). Commissioners Eric Eisenberg, Cris Liban, and John Ly were appointed to the Subcommittee. The Subcommittee’s purpose was to investigate the complaints, issue a report, and make recommendations for immediate action to be taken by the Commission and the Los Angeles Department of Transportation (the “LADOT”). Based on its investigation, the Subcommittee issued a report dated October 6, 2022 with preliminary findings and recommendations for consideration by the Commission and LADOT. This is an update on that October 6, 2022 Report, which revises the recommendations of the Subcommittee in light of its further investigation.

B. BACKGROUND

1. LADOT Resumes Enforcement For Parking Violations For Vehicles.

In March 2020, the City declared a local emergency in response to the COVID-19 pandemic. As part of this emergency declaration, the City relaxed enforcement for parking violations for all types of vehicles, including violations relating to the parking of oversized vehicles under Los Angeles Municipal Code (“LAMC”) § 80.69.4. In October 2020, LADOT resumed enforcement for all parking violations. (Ex. A.) However, LADOT did not enforce parking violations in connection with the towing of vehicles being used as dwellings. During this time, there were many vehicles, including oversized vehicles such as RVs and campers, that remained parked in certain areas in the City.

On April 6, 2022, the City Council authorized the LADOT to do the following: (1) immediately resume parking enforcement for the five categories of vehicles detailed in the February 23, 2022 LADOT Report; and (2) resume parking enforcement for *all* motor vehicles in violation of LADOT’s parking enforcement policy and posted signage on May 15, 2022. (Ex. B.).

As set forth in the February 23, 2022 LADOT Report, LADOT could resume parking enforcement of *all vehicles* in five categories:

1. Vehicles that posed a traffic safety violation, including blocked traffic lanes, walkways, fire hydrants, driveways, anti-gridlock/peak hour zones, and stolen vehicles.
2. Vehicles that posed an environmental or public health hazards defined as vehicles that create an environmental or public health hazard through the repeated excess of accumulation of trash, debris or discharge of biohazard as documented by three (3) or more service call responses from the Department of Sanitation to mitigate this hazard. Such vehicles may be towed, after notice of enforcement and after initiating and documenting engagement with homeless services.
3. Vehicles that interfered with the public works projects or special events, which allows LADOT to cite and impound vehicles that remain on the street in violation of posted temporary signs.
4. Vehicles that were inoperable defined as vehicles that cannot be safely or reasonable operated.
5. Unregistered vehicles defined as unregistered with LADOT being authorized to tow the vehicles after notice to the owner/occupant.

(Ex. C, February 23, 2022 Report, pp. 2-3.) In addition, the City Council instructed the CAO's City Homelessness Coordinator to report back on a plan and process to initiate outreach and offer services to occupants of vehicles used for dwelling before a vehicle being towed. (*Id.* p. 3.)

2. The Commission Receives Complaints From Hundreds Of City Residents Regarding Oversized Vehicles.

Beginning in the Summer of 2022, the Commission started getting complaints from concerned residents about the proliferation of oversized vehicles in certain areas of the City. For example, at the Commission hearing in July 2022, dozens of members of the public spoke out about the situation concerning oversized vehicles. Since then, Commissioners have received hundreds of written complaints about the parking oversized vehicles. The complaints about the oversized vehicles can be summarized as follows:

- The vehicles have been parked illegally in impacted areas for extended periods of times often for over several months.
- The vehicles have been surrounded by trash, feces, urine, intravenous needles, and other debris in the impacted areas and are posing a potential public health hazard to

both the occupants of the vehicles and the nearby areas where human waste has accumulated.

- The continued presence of the vehicles over the period of months have led to increases in crime in the impacted areas and surrounding neighborhoods.
- The continued presence of the vehicles has led to serious public health dangers, such as fires threatening nearby communities and damage to sensitive environmental areas.
- Oversized vehicles are being rented out as a business, with one owner purportedly owning 23 vehicles.

City residents were extremely frustrated about the perceived lack of enforcement from the City with respect to these vehicles. Many of the residents also told the Commission that, before coming to the Commission, they had complained to numerous City departments, including LADOT, and their respective City Council offices.

In response to the complaints, the Commission formed the Subcommittee on August 11, 2022 to investigate, report back to the Commission, and provide a series of recommendations and proposed actions. Since then, the Commission has undertaken an investigation that has included the following: visits to the impacted areas, analysis of the relevant correspondence and applicable ordinances, review of the commission meetings and applicable Council file, discussions with LADOT staff and various City departments, including the City Attorney's Office, and discussions with residents and neighborhood groups regarding the complaints.

3. The City Administrative Officer's Report And Recommendations.

On September 15, 2022, the City Administrative Officer ("CAO")—which provides centralized administrative services to the Mayor and City Council—issued a "Review and Recommendations for Citywide Vehicle Dwelling Outreach and Engagement Protocols" (the "CAO Report"). (Ex. D.) The purpose of the CAO Report was to offer services and resources to people experiencing homelessness and address "public health, safety, traffic, and welfare hazards associated with vehicle dwellings and abandoned vehicles." This was in response to the City Council's action relating to oversized vehicles earlier in April 2022.

The proposed protocols contemplate (1) homeless outreach and services; (2) addressing debris and hazardous activity; (3) investigating any ancillary criminal activity; (4) providing advance notice of parking enforcement and impoundment; and (5) impounding vehicles dwellings and abandoned vehicles.¹ The homeless outreach and services will be made from

¹ The CAO report recommended that the City Council and the Mayor approve the proposed citywide dwelling outreach reach and engagement protocols for vehicle types. It also recommended that the directed LADOT to provide quarterly reports and instructed the directors and general managers of LADOT and other

referrals to the CAO, with referrals from the public through LADOT via the MyLA311 or the respective council office. Under the CAO's proposed protocols, the "appropriate City department *may take immediate action, up to and including immediately impounding the offending vehicle*, if a vehicle presents an "immediate public safety concern or public health hazard." (Ex. D, p. 5.)

C. THE SUBCOMMITTEE'S INVESTIGATION AND FINDINGS.

The Subcommittee focused its investigation in several impacted areas where there have been concentrations of oversized and other vehicles. The impacted areas were the subject of the complaints brought to the Commission and have been identified as the following: (1) Ballona Wetlands (Jefferson Blvd. between Lincoln and Culver); (2) Los Feliz (Franklin Ave. between Vermont Blvd. and Western Blvd.); (3) Cahuenga Pass (Cahuenga Blvd. between Barham and Highland Blvd.) and Forest Lawn Drive.²

1. Ballona Wetlands

The location of the impacted area adjacent to the Ballona Wetlands is a section of Jefferson Blvd. between Lincoln Blvd. and Culver Blvd. in Marina Del Rey. The Ballona Wetlands is a state-owned ecological reserve managed by California Department of Fish and Wildlife. Comprising of about 600 acres, the Ballona Wetlands is the second largest open space in the City after Griffith Park and contains a freshwater marsh, saltwater marsh, and discovery park. A huge gas storage facility owned by SoCalGas abuts the ecological reserve.

As of September 19, 2022, there were 45 vehicles (25 oversized vehicles and 20 cars) parked in this impacted street, which runs alongside the ecological reserve. (Ex. E.) The number of vehicles in the impacted area has ranged from 54 as of January 26, 2022, 65 as of February 7, 2022, 56 as of March 8, 2022, 56 as of April 7, 202, and 50 as of July 7, 2022. The majority, if not all, of the vehicles as of July 7, 2022 appeared to be vehicles with dwellers. Many of the vehicles appeared to be inoperable. The impacted street has signs stating, "No Stopping Any Time Sign" and "No Parking from 10pm to 6am." (Ex. F.) There is a sidewalk and walking trail along the path.

As part of its investigation, the Subcommittee reviewed correspondence, photographs, and key reports from impacted residents. The Subcommittee also spoke to residents, LAPD officers, and the manager of the Ballona Wetlands. In addition, a Commissioner from the Subcommittee personally visited the impacted street in July 2022. Since May 2022, the

departments to coordinate all outreach efforts through the CAO's office. There were also recommendations to compile data and the identification of funding such as yard and shop space to support operational needs. The proposed protocols are guidelines and are optional for the City Council, the Mayor, and the City departments.

² The Subcommittee is undertaking an investigation of other impacted areas such as Westchester Park.

Commissioners have received more than five hundred letters and emails from residents registering complaints about the vehicles in the impacted street. (Ex. G, Complaint Excerpts.)

Based on its investigation, the Subcommittee observed the following:

- There have been vehicles parked in the impacted street in violation of the parking signs since at least January 2021. LADOT does not appear to have issued citations for violations of these signs. The impacted area has also been blocked by encampments on the street that have arisen alongside the vehicles.
- Residents in the area have reported that vehicle dwellers have been defecating, urinating, dumping septic tanks, disposing of hypodermic needles into the Ballona Wetlands—actions that residents fear have and continue to have an adverse environmental impact on the preserve.
- There is evidence that there has been a substantial increase in crime in the surrounding areas due to the concentration of vehicles on this impacted street. According to an LAPD report dated May 9, 2022, there has been a 266% increase in crime per LAPD report. (Ex. H). There have been reports from neighbors regarding shootings, a drug lab, and a chop shop. The presence of crime in the impacted street was corroborated in discussions with LAPD officers. In a one-year period in 2021, there were 109 phone calls to the LAPD. (Ex. I.) In analyzing the log, the information appears to identify calls relating to assaults on women, shots being fired, nine instances of suspects in the area, and fifteen instances of ambulances being called to the impacted street.
- The Ballona Wetlands reserve has had to spend enormous resources in cleaning up the trash and debris left by the vehicle dwellers, as well as repairing damage to the fences enclosing the reserve; the costs per month of this clean up and repairs total thousands of dollars per month.
- The continued presence of the vehicles and their dwellers increases the risk of fires in the area, at least 4 of which have been reported in 2021 and 2022. (Ex. J.) In 2021, there was a report of a five-acre brush fire attributed near the impacted street that required 54 firefighters, helicopters, and ground crews. On September 26, 2022, there was a car fire in the impacted area. The residents fear that these fires could damage the wetlands and ignite the gas storage facility, creating an uncontrollable fire. (Ex. K.) There have been concerns about gas leaks and other issues related to the storage facility in the past. (Ex. L.)
- The residents have noted that the impacted areas have resulted in a dramatic decrease of visitors to the Ballona Wetlands and had a negative impact on the health and safety and public enjoyment of the preserve.

- There are reports by residents that the oversized vehicles are being rented out by their owners to people experiencing homelessness.
- It is unclear whether there has been any outreach and offer of services and/or housing has been made to the vehicle dwellers in the impacted street. The LAPD officers that have been responsible for the area have not been contacted by any homeless provider regarding offers of housing as of July 2022.

2. Los Feliz.

The location of the impacted street is on Franklin Ave. between Vermont Blvd. and Western Blvd. in Los Feliz. As of September 26, 2022, there were about 28-35 vehicles, consisting of 20-25 oversized vehicles and 8-10 other vehicles (*e.g.*, cards, mini vans, boat) in this impacted area. It is unclear what parking restrictions are on these streets. Based on discussion with residents, the vehicles have been parked in this area for months, if not years. The vehicles in this impacted street are mostly operable, as residents report that they are moving one side to the street on days meant for street cleaning, to avoid receiving citations.

As part of its investigation, the Subcommittee reviewed correspondence and reviewed comments from members of the public. In addition, a Commissioner from the Subcommittee personally visited the impacted street in September 2022. Since May 2022, the Commission has received letters from residents and speakers during Commission meetings who have made complaints about the vehicles in the impacted street. (Ex. M.)

Based on its investigation, the Subcommittee observed the following:

- There have been vehicles parked in the impacted street for months, and LADOT does not appear to have issued citations for the parked vehicles.
- There are reports that vehicle dwellers have been disposing of heavy amounts of waste from RV storage tanks, garbage, and trash into and near the impacted street.
- There are reports that there is an increase in criminal activity including drug use near the impacted street.
- There are reports that calling 311 will not trigger any enforcement of parking violations for vehicle dwellings.
- The impacted street is blocking access to cyclists in the impacted street.

3. Cahuenga Pass and Forest Lawn Drive.

The location of the impacted street is on eastside of Cahuenga Blvd., alongside the 101 Freeway near the Hollywood Bowl. As of August 16, 2022, the number of vehicles were 16. This number has since decreased to about 3 to 4 vehicles as of September 16, 2022. It is unclear what parking restrictions are on these streets. The presence of the vehicles on this impacted street has been for over one year.

As part of its investigation, the Subcommittee reviewed correspondence and reviewed comments from members of the public. In addition, a Commissioner from the Subcommittee personally visited the impacted street in July 2022. Since May 2022, the Commission has received letters from residents and speakers during Commission meetings who have made complaints about the vehicles in the impacted street. (Ex. N.)

Over the last several months, there has been a growing concentration of oversized vehicles on near the Cahuenga Pass on Forest Lawn Drive near Warner Brothers Studios. As of September 26, 2022, there were about 34 oversized vehicles, 5 cars, and 3-4 unhitched camper trailers. It is unclear why the number of oversized vehicles decreased on Cahuenga Blvd., while the number of oversized vehicles has increased in the Forest Lawn area. The Commission is continuing its investigation to ensure that enforcement is consistent throughout the City.

Based on its investigation, the Subcommittee observed the following:

- There have been vehicles parked in the impacted street for many months, and LADOT does not appear to have issued citations for the parked vehicles.
- There are reports that vehicle dwellers have been disposing of heavy amounts of garbage and human waste into and near the impacted street and over the embankment on the freeways.
- There are reports that there is an increase in criminal activity including drug use near the impacted street.
- There are complaints that the area in the Cahuenga Pass is a high fire danger area.
- There are complaints that enforcement in certain areas has taken place, while it has not been taking in other areas.

4. Westchester Park.

Park is a large city park located on Manchester and Lincoln Avenues in Westchester. This park has been heavily used by Westchester, surrounding communities, and also by communities from throughout Los Angeles for decades, beginning in the 1940s. The park has three ballfields and a multiplex field, all lighted; tennis courts with programming and lessons; a

recreational swimming pool that offers lessons and public swim times; a playground for children; picnic areas with tables and barbecues; basketball courts; a recreational center with programs for children; a senior center; and a county library branch. As of October 2022, there were numerous oversized vehicles and other vehicles that were parked in the municipal parking lot that serves the park and the municipal buildings, which includes the Loyola Branch of the city library.

Based on its investigation, the Subcommittee observed the following:

- There have been vehicles parked in the impacted parking lot for many months, the parked vehicles do not appear to have been issued citations. Clean up has been conducted in the previous weeks, but vehicles staying overnight have started to return.
- At least one resident has claimed that, based on public records, from January 1, 2020, until July 15, 2021, there were 373 “service calls” to LAPD regarding incidents at Westchester Park. The service call log for Westchester Park shows calls for child abuse of various types (molest/assault/neglect), kidnapping, assaults with a deadly weapon, shots fired, arson, domestic violence, disturbances, narcotics activity, robberies, batteries, vicious animals, attempted suicide, drug overdoses, thefts, and criminal threats, among others. The residents claim that none of these incidents have resulted in any arrests.
- The residents have provided photographs of trash and other debris left outside of the vehicles in the parking lot.

D. APPLICABLE LAW RELATING TO PARKING OF OVERSIZED VEHICLES.

1. Los Angeles Municipal Code § 80.69.4.

The State of California authorizes local authorities to establish their own policies that prohibit or restrict vehicles of a certain size from stopping, parking or standing in adherence with California Vehicle Code (CVC) 22507. Enacted in 2010, Los Angeles Municipal Code (“LAMC”) § 80.69.4 prohibits parking RVs, campers, trailers, or similar vehicles that are more than seven feet in height or twenty-two feet in length between the hours of 2:00 a.m. and 6:00 a.m. on various public streets, on penalty of being fined, towed, or impounded. L.A. Mun. Code § 80.69.4.³ In addition, LAMC § 80.69 enables LADOT to prohibit vehicles stopping or parking where it would cause “traffic congestion, create a hazard, detrimentally affect the public

³ Subsection (a) of LAMC § 80.69.4 states that “No person shall stop, stand or park, when authorized signs are in place giving notice of the restriction, any oversize vehicle, defined as a motor vehicle in excess of 22 feet in length or over 84 inches in height, between 2:00 a.m. and 6:00 a.m. The registered owner of the oversize vehicle or other person having control of the oversize vehicle shall also be in violation of this section if he or she has knowledge that the oversize vehicle had been so parked and the person parking had the express or implied permission to operate the oversize vehicle.”

welfare, or deprive the public of the efficient use of available curb space.” *Id.* § 80.69. LAMC § 80.73.2 also states that, “[i]t shall be unlawful for any person who owns or who has possession, custody or control of any vehicle to park that vehicle or leave it standing upon any highway, street or alley for 72 or more consecutive hours.” LAMC § 80.73.2. LADOT has the power to ticket, tow, and impound vehicles in the City that are in violation of the LAMC ordinances, the California Vehicle Code, and other applicable laws and policies.

2. The Powers Of The Commission.

LADOT’s Commission generally serves in an advisory capacity. (LA Charter, § 22.482(d). However, under the Los Angeles Charter, the Commission has certain powers that extend beyond an advisory capacity. For example, under Section 22.828(g)(2)(A), the Commission’s powers include the following:

- (2). The Board of Transportation Commissioners may by resolution, which shall become effective when published once in a newspaper of general circulation in the City, adopt rules regulating the use of the public streets or other public ways for travel, including parking or other use of vehicles thereon, when determined by the Commission to be necessary to meet an emergency. No rule adopted under the authority of this section shall remain in force longer than thirty (30) days unless incorporated into an ordinance.
- (3). The Transportation Commission is authorized to submit ordinances relating to traffic to the Council for adoption. Such ordinances must be adopted or rejected by the Council within ninety (90) days from receipt thereof.
- (4). The Transportation Commission is authorized to conduct hearings on all matters within the purview of the Department and to advise the General Manager as to its findings and recommendations.
- (5). The Transportation Commission shall have the authority, through and in cooperation with the General Manager, to employ such personnel as may be necessary to coordinate all matters relating to off-street parking vehicle facilities acquired by the City for public use, to expend sums for expenses incurred in the coordination and directing of the Off-Street Parking Acquisition Program including such sums as are necessary for legal, engineering and other professional services required to promote the Off-Street Parking Program, subject to the prior authorization of resources by the Mayor and the Council and Charter limitations.
- (7). The Transportation Commission shall have the power, duty and responsibility of coordinating, directing, and managing all matters respecting the acquisition, and thereafter the management, of all public off-street parking

places by the City except for those parking facilities which are under jurisdiction or control of departments controlling their own funds.

E. THE SUBCOMMITTEE’S RECOMMENDATIONS.

The Subcommittee recommends that the Commission consider taking the following actions in light of this Report’s findings:

- Advise the General Manager that it should commence immediate parking enforcement of vehicles (including oversized vehicles) in violation of LAMC §§ 80.69.4 and § 80.69. Such enforcement should be citywide and include the issuance of citations to vehicles and the towing of vehicles parked in violation thereof, as required by applicable law and the City Council in its order dated April 6, 2022.
- Request that the incoming Mayor that he or she should find that the current situation regarding the proliferation of oversized vehicles in the City as an emergency, so that the Commission can adopt a rules and regulations to immediately clear the impacted streets pursuant to LA Charter, section 22.828(g)(2)(A)(2).
- Send copies of the final Report and Recommendations, as approved the Commission, with a cover letter to the incoming Mayor and City Council for their consideration and action. Below is a proposed draft of the letter:

To The Honorable Mayor and City Council:

The Board of Transportation Commissioners (the “Commission”) asks that the City take immediate action to address the hundreds of complaints from concerned residents that the Commission has received over the last six months. The complaints concern the proliferation of oversized and other vehicles parked illegally on our streets for months going on years in some areas. In response to these complaints, the Commission undertook an investigation. Enclosed is a Report with its preliminary findings and recommendations based on the Commission’s investigation. We ask that you review the findings in the Report, so that immediate action can be taken to address the concerns raised by the City’s residents. If you have any questions, please contact the Commission.

- Advise the General Manager to effectuate the immediate installation of parking restriction signage, if needed, in the impacted streets in the areas identified in this Report to facilitate enforcement.

- Advise the General Manager that the Commission has determined that the vehicles parked on the impacted street in the Ballona Wetlands in violation of LADOT street signs present an immediate public safety concern and public health hazard, that they detrimentally affect the public welfare, and deprive the public of the efficient use of available curb space.
- Advise the General Manager that it should propose and recommend a citywide ordinance to be adopted by the City Council that prohibits oversized vehicles through the City or, at a minimum, in *all* residential-zoned portions of the City. Citywide restrictions on parking have been adopted in numerous large and medium cities across the United States and in California as detailed in LADOT’s November 13, 2018 Report. (Ex. O, Nov. 13, 2018 Report.)⁴
- Advise the General Manager to ask that the County of Los Angeles explore the purchase, lease, and/or development of large areas suitable for the parking of oversized and RV parking with basic sanitation and water.

⁴ In the November 13, 2018 Report, LADOT compared the City’s approach to nine large cities in the United States (New York, Chicago, Houston, Phoenix, Philadelphia, San Antonio, Austin, and Jacksonville) that prohibit the parking of oversized vehicles and RVs throughout either the entire city or the entire residentially-zoned portion of the city. (Ex. O, Nov. 13, 2018 Report, pp. 3-4.) The same city-wide restriction approach was also taken largely by eight other large and medium size cities in California, many of which have a permit program as well. In the same report, LADOT observed the problems with the City’s enforcement, observing that once “oversize parking restriction signs are installed, the vehicles often move to nearby streets until parking restrictions are posted on those streets . . . [c]ommunities continue to experience a proliferation of these vehicles, and the current program provides a piecemeal approach to the problem.” The LADOT Report also noted enforcement was limited by the impound capacity and that vehicles cannot be towed while occupied as of 2018. (*Id.*, p. 6.)

EXHIBIT A

MOTION

I MOVE that the report from the Transportation Committee, Item #30 on today's Council agenda (C.F. 20-0147-S7), relative to the transition plan to resume parking enforcement for previously suspended parking infractions and proposed economic relief measures for parking fines, BE AMENDED to delete existing recommendations A. and D. and replace with the following new recommendations:

A. Beginning October 15, 2020, resume parking enforcement and impounds, when applicable, for street cleaning, abandoned vehicles, oversize and overnight restrictions, peak hour and anti-gridlock zones, and expired registration, and conduct public outreach and education between October 1, 2020 and October 14, 2020.

D. Delay the impounding of vehicles in which there is vehicle dwelling and report in 30-60 days with a next step plan.

PRESENTED BY: Joe Buscaino
JOE BUSCAINO
Councilmember, 15th District

SECONDED BY: Gi Alitto
Luanna De
Mary Martinez

ORIGINAL

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SEP 30 2020



CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: September 17, 2020

To: Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds, General Manager 
Department of Transportation

Subject: **TRANSITION PLAN TO RESUME PARKING ENFORCEMENT FOR PREVIOUSLY SUSPENDED PARKING INFRACTIONS AND PROPOSED ECONOMIC RELIEF MEASURES FOR PARKING FINES**

SUMMARY

The Los Angeles Department of Transportation (LADOT) proposes a transition plan to resume parking enforcement of parking infractions that were suspended in response to the novel coronavirus (COVID-19), and economic relief measures for parking fines (CF 20-0147-S7).

RECOMMENDATIONS

That the City Council, subject to approval of the Mayor:

1. DIRECT LADOT, beginning October 1, 2020, to resume parking enforcement and impounds, when applicable, for street cleaning, abandoned vehicles, oversize and overnight restrictions, peak hour and anti-gridlock zones, and expired registration;
2. DIRECT LADOT, beginning October 15, 2020, to resume enforcement of expired preferential parking district permits;
3. DIRECT LADOT to suspend imposing new citation late penalties until October 22, 2020; and
4. DIRECT LADOT, beginning January 1, 2021, to resume scofflaw enforcement and impounds.

BACKGROUND

On March 4, 2020, the Mayor declared a local emergency in response to the COVID-19 pandemic. On March 6, the City Council approved a resolution ratifying the Declaration of Local Emergency. With the Declaration of a Local Emergency and the unique public health risks posed by COVID-19, on March 16, the Mayor relaxed parking enforcement across the City putting a temporary halt to the issuance of several citations so that residents can more effectively practice the safe social distancing necessary during the outbreak. Subsequently, LADOT relaxed enforcement for the following categories:

- Residential street sweeping
- Expired registration on a vehicle

- Peak/rush hour and anti-gridlock zone parking restrictions
- Vehicles displaying recently expired permits within preferential parking districts were granted a two-week grace period following the expiration
- No ticket or tow for abandoned vehicles, overnight parking, or oversize vehicles.

On September 1, 2020, City Council instructed LADOT to continue the current relaxed enforcement until October 1, 2020 and to report back with a phased transition plan to resume parking enforcement and propose economic relief measures for parking fines.

DISCUSSION

Enforcement Transition Plan

Below is an explanation of the City suspended parking violations with recommendations when enforcement should resume.

Street Cleaning and Abandoned Vehicles

The Mayor's Safer at Home emergency order dictated that City residents must isolate themselves in their residences where feasible. Typically, residents are required to move their on-street parked vehicles for street cleaning, and cannot leave them parked on the street for more than 72 hours per the California Vehicle Code. While residents remain at home and use their vehicles less, moving and reparking them is more challenging. To acknowledge that challenge, both street cleaning and 72-hour (abandoned vehicle) enforcement was relaxed under the emergency order, and LADOT closed the abandoned-vehicle complaint line.

After months without street sweeping, the debris and trash build up around unmoved vehicles creates a public health and safety concern with vermin and rodent infestations. Even with the complaint line closed, LADOT receives daily complaints from disgruntled residents requesting vehicles be cited and/or removed. Prior to COVID-19, LADOT's abandoned complaint line received an average of 10,500 abandoned vehicle complaints per month or 126,000 per year.

Many residents are now back to work, and the challenge of moving vehicles is reduced. To address health and safety and respond to constituent complaints, LADOT recommends resuming enforcement and impounds for street cleaning and abandoned vehicles, when warranted, beginning on October 1, 2020.

Peak Hour and Anti-gridlock Zones

With the State of California, and County and City of Los Angeles public health orders to stay at home and close nonessential businesses, traffic volumes and travel delay significantly decreased. This reduction in traffic volume eliminates the need for peak period lanes and punitive penalties and impounds to keep those lanes clear. To allow businesses to operate safely, curbside parking and pick-up and delivery access to restaurants and other essential businesses were temporarily in greater demand. As businesses reopen, there is a noticeable increase in traffic volumes and delay during peak periods. Streets that have peak hour lanes and that are designated as anti-gridlock zones can now benefit from normal operation and enforcement. LADOT recommends resuming peak hour lane and anti-gridlock zone enforcement, when warranted, beginning on October 1, 2020.

Expired Registrations

At the beginning of the pandemic, the Department of Motor Vehicles (DMV) temporarily closed their offices making it more difficult for the public to renew their car registrations, and the City suspended registration violations. In June 2020, the DMV reopened all field offices to the public so suspending this citation is no longer necessary. LADOT recommends resuming enforcement for expired registration, when warranted, beginning on October 1, 2020.

Overnight and Oversized Vehicles

To ensure traffic safety, the California Vehicle Code authorizes cities to restrict oversized vehicle parking where it may constrict or even block vehicle travel lanes. These overnight restrictions require City Council resolution and posted signs to enforce. When LADOT traffic enforcement officers encounter an occupied oversized vehicle in a restricted area, they do not ticket or tow these vehicles. Instead, they coordinate with agencies including the Los Angeles Homeless Services Authority (LAHSA) and the Los Angeles Police Department (LAPD) who can provide occupants with access to supportive services. At the beginning of the pandemic, while traffic volumes were low, the City ceased oversized vehicle restrictions and enforcement to further assist people experiencing homelessness who use vehicles as shelter. As traffic patterns and volumes return to normal, and oversized vehicles create increased safety concerns, LADOT recommends resuming enforcement and impound for overnight oversized vehicles, when warranted, beginning October 1, 2020. LADOT will continue to coordinate with partner agencies to assist individuals living in oversized vehicles, and to establish protocols that ensure occupied vehicles are not impounded.

Expired Preferential Permits

LADOT and its contractor closed public service centers to maintain the health and safety of the public and the contractor's employees. While services continued online, by telephone, and through mail, LADOT recognized that there may be instances where permits processed by mail are delayed, and the Mayor granted a two-week grace period for expired permits. Beginning the week of October 1, 2020, the public service centers will reopen and resume processing parking permits in person in addition to the other mediums. Once those centers are reopened, LADOT recommends a minimum two-week grace period to resume enforcement of expired preferential parking permits, when warranted, on October 15, 2020.

Scofflaws

Vehicles that accumulate five or more delinquent citations, known as scofflaws, can be booted and/or towed. In the emergency orders to relax enforcement, the Mayor also granted extensions on all outstanding parking fines, which suspended scofflaw enforcement. During this time, LADOT's Smart Boot vendor contract expired and is in the process of renewal. LADOT expects to execute the contract within the next 90 days. Upcoming citation amnesty programs that will tentatively be in effect until December 31, 2020 could assist scofflaw motorists with coming into compliance. LADOT recommends resuming scofflaw enforcement, when warranted, starting January 1, 2021 once the vendor contract is renewed.

Parking Fine Economic Relief

The City of Los Angeles offers several programs to assist low income individuals and individuals experiencing homelessness with outstanding parking citation debt. At the direction of the Mayor's office, LADOT is also working on new economic relief programs to allow citation amnesty and provide an early citation payment incentive. The citation amnesty program will grant a one-time opportunity for those with citations over three years old the chance to have all late fees waived and pay the base citation amount(s) over a period of time thereby clearing DMV holds, tax intercepts, and/or tow orders. An unemployment citation amnesty program will assist those that lost their job during the pandemic by allowing them to have late fees waived and pay only the base citation amount over a period of time. As enforcement resumes, an additional program will allow motorists an early payment discount for parking violations previously relaxed under Safer at Home order (e.g. street sweeping, expired tags, expired preferential parking permits, etc.). This program will reward those who pay citations within 48 hours with a \$20 discount.

Programs the Department already has in place to provide economic relief include:

- Community Assistance Parking Program (CAPP): LADOT offers the CAPP for individuals experiencing homelessness that allows them to pay their parking citations through volunteer community service or through enrollment in a homeless service program. As of June 30, 2020, LADOT assisted 1,070 participants to complete 14,238 community service hours for a total of \$559,783 worth of citations converted to community service.
- Low Income Payment Plans: LADOT worked with the State Legislature to shape bills that created or modified payment plans for the indigent and eligible low income motorists. Depending on the existing payment plan, the City may waive all late fees for eligible motorists and allow up to 18 months to pay off the base citation fines.
- Accessible Adjudication Hearings: To prevent further spread of COVID-19 and protect the health of the public and City staff, LADOT quickly pivoted to accommodate the public by conducting adjudication hearings through mail and telephone and most recently through video conferencing. The video conferencing was only allowed through the emergency order of the Governor. LADOT intends to submit a legislative proposal to request to make this a permanent option.
- Temporary Suspension of Parking Fines and Payments: Under the direction of the Mayor and in response to the economic impact created by the pandemic, LADOT suspended parking fines and granted extensions on all deadlines for payments until October 1, 2020. Motorists are allowed up to 21 days to pay citations to avoid the late penalties. With the complexity of programming systems to determine the number of remaining days for payment of citations issued pre-suspension, during the suspension, and post-suspension, LADOT recommends allowing 21 days, until October 21, 2020, for motorists to pay their citations to avoid new late penalties. Beginning October 22, 2020, citations older than 21 days would be subject to the late penalty schedule.

FISCAL IMPACT STATEMENT

Parking citation revenue is deposited into the General Fund. In Fiscal Year 2019-20, prior to the Declaration of a Local Emergency, LADOT projected parking citation revenue to reach approximately \$135 million annually or an average of \$11.25 million per month. For Fiscal Year 2020-21, assuming current conditions remain the same with reduced parking enforcement and officers are deployed similarly for the remainder of the fiscal year, parking citation revenue is estimated to be between \$55

million and \$60 million or \$4.5 million to \$5 million per month. Compared to the 2020-21 Adopted Budget, the estimates for the current year are up to approximately \$85.5 million below budget, which is about 62% below budget. Delayed normal parking enforcement is one of the main drivers for the \$6 million revenue loss each month. The revenue may continue to drop with work output impacts related to the recently approved employee Separation Incentive Program, upcoming furloughs, unfilled vacancies, and other factors associated with the pandemic.

The new citation amnesty programs combined could be revenue generating or neutral as the citation payments would otherwise be difficult to collect. Assuming the early payment program extends to the end of the fiscal year, it is estimated to result in a revenue loss of approximately \$1-2 million.

SJR:JK:kh

EXHIBIT B

HOLLY L. WOLCOTT
CITY CLERK

City of Los Angeles
CALIFORNIA

OFFICE OF THE
CITY CLERK

PETTY F. SANTOS
EXECUTIVE OFFICER



ERIC GARCETTI
MAYOR

Council and Public Services Division

200 N. SPRING STREET, ROOM 395
LOS ANGELES, CA 90012
GENERAL INFORMATION - (213) 978-1133
FAX: (213)978-1040

PATRICE Y. LATTIMORE
DIVISION MANAGER

CLERK.LACITY.ORG

OFFICIAL ACTION OF THE LOS ANGELES CITY COUNCIL

Council File No.: 21-0956
Council Meeting Date: April 6, 2022
Agenda Item No.: 7
Agenda Description: TRANSPORTATION COMMITTEE REPORT relative to the current process for towing vehicles in violation of posted signs.
Council Action: TRANSPORTATION COMMITTEE REPORT - ADOPTED AS AMENDED BY MOTION (MARTINEZ – RODRIGUEZ) AND MOTION (BUSCAINO – RODRIGUEZ)

Council Vote:

| | | | | | |
|--------|-------------|--------|-----------|--------|---------------|
| YES | Blumenfield | ABSENT | Bonin | YES | Buscaino |
| ABSENT | Cedillo | YES | de León | YES | Harris-Dawson |
| YES | Koretz | YES | Krekorian | ABSENT | Lee |
| YES | Martinez | YES | O'Farrell | YES | Price |
| NO | Raman | YES | Rodriguez | YES | Wesson, Jr. |

HOLLY L. WOLCOTT
CITY CLERK

- Adopted Report(s) Title
21-0956_misc_Amd_Buscaino-Rodriguez_7B_4-6-22
21-0956_misc_Amd_Martinez-Rodriguez_7A_4-6-22
21-0956 Transportation Committee Report 3-1-22

MOTION

I MOVE that in the matter of the TRANSPORTATION COMMITTEE REPORT relative to the current process for towing vehicles in violation of posted signs, Item 7 on today's Council agenda (CF 21-0956) BE AMENDED to include the following:

Instruct City Attorney to review LADOT's criteria to distinguish between abandoned vehicles suitable for towing and vehicles as dwellings that warrant additional engagement.

Instruct City Attorney to work with LADOT to develop the guidelines needed to execute the policy

PRESENTED BY: 

SECONDED BY: 

ORIGINAL

APR 06 2022. 

MOTION

7B

I MOVE that the report from the Transportation Committee, Item #7 on today's Council agenda (C.F. 21-0956), relative to vehicle enforcement procedures in instances of vehicle dwelling, BE AMENDED to include the following new recommendation:

AUTHORIZE the Los Angeles Department of Transportation to immediately resume parking enforcement for the five categories of vehicles detailed in the February 23, 2022 LADOT report, attached to the Council File, and resume parking enforcement for all motor vehicles in violation of LADOT's parking enforcement policy and posted signage on May 15, 2022.

PRESENTED BY: Joe Buscaino
JOE BUSCAINO
Councilmember, 15th District

SECONDED BY: Unica Rodriguez

ORIGINAL



APR 06 2022

TRANSPORTATION COMMITTEE REPORT relative to the current process for towing vehicles in violation of posted signs.

Recommendations for Council action:

1. APPROVE the Los Angeles Department of Transportation's (LADOT) criteria, as detailed in the February 23, 2022 LADOT report, attached to the Council File, for:
 - a. Distinguishing between abandoned vehicles suitable for towing and vehicles used as dwellings that warrant additional engagement.
 - b. Prioritizing among oversized vehicles that are eligible for towing.
2. DIRECT the City Administrative Officer (CAO) Homelessness Coordinator to develop within 30 days a process for officers from LADOT and Los Angeles Police Department (LAPD) to communicate referrals of outreach services for persons experiencing homelessness.
3. DIRECT the LADOT to identify LADOT parking lots suitable for storage of oversized vehicles.
4. DIRECT the Department of General Services, with the assistance of the LADOT and LAPD, to identify other City-owned parcels suitable for storage of oversized vehicles.
5. DIRECT the Port of Los Angeles, Los Angeles Department of Water and Power, and Los Angeles World Airports, with the assistance of LADOT and LAPD, to identify parcels owned by proprietary departments suitable for storage of oversized vehicles.
6. DIRECT the Bureau of Sanitation to report with criteria to define public health or environmental hazard for the purposes of requiring an immediate tow.
7. RECEIVE and FILE the February 18, 2022 Board of Police Commissioners report, inasmuch as this report is for information only and no Council action is required.

Fiscal Impact Statement: The LADOT reports that there is no financial impact from this report.

Community Impact Statement: Yes

For:
Studio City Neighborhood Council

Summary:

On March 1, 2022, your Committee considered February 23, 2022 LADOT and February 18, 2022 Board of Police Commissioners reports relative to the current process for towing oversized vehicles in violation of posted signs. According to the LADOT, in March 2020, in response to the Coronavirus (COVID-19) pandemic and effort to maintain public safety, the City declared a local emergency that included relaxed enforcement for parking violations. In October 2020, as residents returned to the workplace, the LADOT resumed enforcement for all parking violations with the exception of towing vehicle dwellings as directed.

Pursuant to Council direction, LADOT traffic officers suspended towing vehicles identified as vehicle dwellings. LADOT currently determines a “vehicle dwelling” based on an officer’s observation of person(s) sleeping inside a vehicle, or items contained inside or on the vehicle that are not typically associated with ordinary vehicle use, such as a sleeping bag, bedroll, blanket, sheet, pillow, kitchen utensils, cookware, or cooking equipment. This inclusive definition was helpful during the early stages of the pandemic to ensure vehicles used as dwellings were exempt from impound and the unhoused did not meet additional burdens during a health crisis.

Over time, however, officers note that the definition is so broad that it captures vehicles that are clearly abandoned which have become a source of frustration and potential health hazards for people nearby. To address this issue, the LADOT recommends revised citation and towing criteria that can better identify vehicles used as dwellings that warrant additional engagement and distinguish them from abandoned vehicles based on evidence of active living.

To identify evidence of active living, an officer will observe a vehicle and note its condition and interior contents on multiple days to reveal whether there has been any change in the vehicle’s appearance, such as whether the vehicle’s location, exterior, or contents have changed. A minimum of three visits and assessment of the vehicle must take place to determine whether the vehicle is being actively used as a dwelling. The officer’s notes and photos taken during these visits will be part of the evidence package prior to any enforcement. Movement of the vehicle from its original location would negate any enforcement action, consistent with LADOT’s current enforcement policy. If an officer observes any vehicle occupants, he or she will report to the Unified Homelessness Response Center (UHRC) or Los Angeles Homeless Services Authority (LAHSA) requesting engagement with the vehicle occupants. If, during multiple visits, an officer does not observe any vehicle occupant; if the vehicle does not move from its original location; and if there is no evidence of active living, the officer will place a notice on the vehicle notifying the owner that failure to move their vehicle within 24 hours will result in citation and towing of the vehicle. This notice will also include information about service providers and resources available to persons experiencing homelessness.

The LADOT is committed to ensuring the health and safety of our public streets and roadways while connecting unhoused Angelinos with critical support services. Vehicles that create traffic hazards, environmental or public health hazards, obstruct City services, and/or are inoperable or unregistered will be subject to citation and tow. If a vehicle that

shows evidence of active living meets any of these criteria, LADOT traffic officers will first seek willing compliance with the posted regulations and all applicable City ordinances. If an officer encounters an illegally-parked, occupied vehicle clearly used as a dwelling, he or she will first request that the vehicle occupant(s) move their vehicle and direct people to move to a location where they may legally park. If the motorist refuses to move their vehicle, the officer will provide a report to UHRC and LAHSA staff.

These homeless services partners will work with other relevant City Departments, such as the Bureau of Sanitation (BOS), and other homeless services agencies to respond to the location and offer supportive services. If an officer cannot achieve compliance and notifies UHRC or LAHSA, LADOT will consider vehicles outlined below eligible for citation, relocation, or removal. Prioritizing these locations will help inform outreach to the unhoused community. After further consideration and having provided an opportunity for public comment, the Committee moved to recommend approval of the recommendations contained in the LADOT report, as amended, and detailed in the above recommendations. This matter is now submitted to Council for its consideration.

Respectfully Submitted,

Transportation Committee



COUNCILMEMBER VOTE

| | |
|-----------|--------|
| BONIN: | YES |
| KORETZ: | ABSENT |
| BUSCAINO: | YES |

ARL
3/1/22

-NOT OFFICIAL UNTIL COUNCIL ACTS-

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: February 23, 2022

To: Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds, General Manager 
Department of Transportation

Subject: **CITATION AND TOWING PROCESS FOR ABANDONED VEHICLES AND OVERSIZE VEHICLES IN VIOLATION OF POSTED SIGNS**

SUMMARY

In response to Council File (CF) 21-0956, this report outlines the process for the removal of oversize and other vehicles parked in violation of posted signs and the recommended criteria for prioritization of their removal.

RECOMMENDATION

That the City Council, subject to approval by the Mayor:

1. APPROVE LADOT's criteria for distinguishing between abandoned vehicles suitable for towing and vehicles used as dwellings that warrant additional engagement
2. APPROVE LADOT's criteria for prioritizing among oversized vehicles that are eligible for towing
3. DIRECT the CAO Homelessness Coordinator to develop a process for officers from LADOT and LAPD to communicate referrals of outreach services for persons experiencing homelessness.

BACKGROUND

In March 2020, in response to the Coronavirus (COVID-19) pandemic and effort to maintain public safety, the City of Los Angeles (City) declared a local emergency that included relaxed enforcement for parking violations. In October 2020, as residents returned to the workplace, LADOT resumed enforcement for all parking violations with the exception of towing vehicle dwellings as directed. In the Department's report to City Council (CF 20-0147-S7), LADOT reported back with a plan for handling these impounds.

This report recommends processes to identify vehicle dwellings, a service-led approach for people living vehicles, and conditions for citation and towing of abandoned vehicles not in use. This report identifies potential locations for use as Safe Parking or Safe Storage of oversize vehicles.

DISCUSSION

Pursuant to Council direction, LADOT traffic officers suspended towing vehicles identified as vehicle dwellings. LADOT currently determines a "vehicle dwelling" based on an officer's observation of a

person(s) sleeping inside a vehicle, or items contained inside or on the vehicle that are not typically associated with ordinary vehicle use, such as a sleeping bag, bedroll, blanket, sheet, pillow, kitchen utensils, cookware, or cooking equipment.

This inclusive definition was helpful during the early stages of the pandemic to ensure vehicles used as dwellings were exempt from impound and the unhoused did not meet additional burdens during a health crisis. Over time, however, officers note that the definition is so broad that it captures vehicles that are clearly abandoned which have become a source of frustration and potential health hazards for people nearby.

To address this issue, LADOT recommends revised citation and towing criteria that can better identify vehicles used as dwellings that warrant additional engagement and distinguish them from abandoned vehicles based on evidence of active living. To identify evidence of active living, an officer will observe a vehicle and note its condition and interior contents on multiple days to reveal whether there has been any change in the vehicle's appearance, such as whether the vehicle's location, exterior, or contents have changed. A minimum of three visits and assessment of the vehicle must take place to determine whether the vehicle is being actively used as a dwelling. The officer's notes and photos taken during these visits will be part of the evidence package prior to any enforcement.

Movement of the vehicle from its original location would negate any enforcement action, consistent with LADOT's current enforcement policy. If an officer observes any vehicle occupants, he or she will report to the Unified Homelessness Response Center (UHRC) or Los Angeles Homeless Services Authority (LAHSA) requesting engagement with the vehicle occupants.

If, during multiple visits, an officer does not observe any vehicle occupant; if the vehicle does not move from its original location; and if there is no evidence of active living, the officer will place a notice on the vehicle notifying the owner that failure to move their vehicle within 24 hours will result in citation and towing of the vehicle. This notice will also include information about service providers and resources available to persons experiencing homelessness.

Recommended criteria for areas that need to be subject to tow

LADOT is committed to ensuring the health and safety of our public streets and roadways while connecting unhoused Angelenos with critical support services. Vehicles that create traffic hazards, environmental or public health hazards, obstruct City services, and/or are inoperable or unregistered will be subject to citation and tow. If a vehicle that shows evidence of active living meets any of these criteria, LADOT traffic officers will first seek willing compliance with the posted regulations and all applicable City ordinances. If an officer encounters an illegally-parked, occupied vehicle clearly used as a dwelling, he or she will first request that the vehicle occupant(s) move their vehicle and direct people to move to a location where they may legally park. If the motorist refuses to move their vehicle, the officer will provide a report to UHRC and LAHSA staff. These homeless services partners will work with other relevant City departments, such as the Bureau of Sanitation (LASAN), and other homeless services agencies to respond to the location and offer supportive services.

If an officer cannot achieve compliance and notifies UHRC or LAHSA, LADOT will consider vehicles outlined below eligible for citation, relocation, or removal. Prioritizing these locations will help inform outreach to the unhoused community.

1. **Vehicles that present a traffic safety hazard.** Traffic safety hazard violations include blocked traffic lanes, walkways, fire hydrants, driveways, anti-gridlock/peak hour zones, and stolen vehicles. These vehicles commonly fall within the Community Caretaking Exception as defined in California Vehicle Code (CVC) Section 22650, and shall be removed immediately.
2. **Vehicles that pose an environmental or public health hazard.** Vehicles that create an environmental or public health hazard through the repeated excess accumulation of trash, debris or discharge of biohazard waste as documented by three (3) or more service call responses from the Department of Sanitation to mitigate this hazard may be towed. Similarly, vehicles that have been extensively destroyed, burned, or present a threat to environmentally sensitive habitats may be towed. LADOT will provide sufficient notice of pending enforcement action in those instances when the vehicle's owner is present, and LADOT will initiate and document engagement with homeless services providers prior to removal.
3. **Vehicles that interfere with public works projects or special events.** LADOT posts Temporary No Parking Tow Away signs to alert motorists of future construction activity, street resurfacing projects, or major public events such as parades, street fairs, marathon, etc., in which vehicles interfere with the ability to complete or safely conduct this activity. LADOT will cite and impound vehicles that remain on the street in violation of posted temporary signs.
4. **Inoperable vehicles.** Vehicles that cannot be safely or reasonably operated, such as vehicles that are clearly disabled, missing engine, windshield, tires, or other components critical to operating a vehicle will be removed after an officer provides sufficient notice to the owner/occupant.
5. **Unregistered vehicles.** Vehicles that are not registered may not lawfully operate on City streets and may be subject to tow following sufficient notice to the owner/occupant.

Recommended criteria for prioritizing among oversized vehicles that are eligible for towing

While oversized vehicles are sometimes used as vehicle dwellings on City streets, they can fall into one of the five categories above. The City has limited available space to store OV's and therefore must prioritize among OV's that are eligible for towing. Prioritizing towing based on the five categories above, following outreach, will ensure effective use of resources and limited storage space.

Recommended procedures for coordinating with the Unified Homelessness Response Center and/or homeless service providers consistent with the Street Engagement Strategy

LADOT currently notifies the UHRC and LAHSA on an ongoing basis locations for engagement with vehicle occupants to provide services. Due to privacy concerns, LADOT does not receive confirmation of contact with the vehicle occupant(s).

To ensure outreach is complete prior to vehicle towing, LADOT recommends that Council direct the City Administrative Office Homelessness Coordinator to create a system for handling referrals from LADOT to confirm contact.

Recommended locations suitable for safe parking and/or safe storage of oversized vehicles

Identifying and developing temporary safe storage facilities for OV's could support OV owners who want to surrender their vehicle voluntarily and accept transitional housing opportunities. If the City is successful in identifying a facility for the safe storage of vehicles, LAHSA representatives could encourage vehicle owners to surrender their vehicle voluntarily for safe storage at an approved facility.

LADOT is responsible for City-owned parking lots and can recommend specific lots for oversized vehicle safe parking or safe storage based on current use and available space. Lots previously identified for affordable housing developments could be temporary sites.

Additional City-owned spaces not under LADOT's jurisdiction might be good candidates for temporary storage. A January 2022 report from the Los Angeles City Controller's Office identified 26 City-owned properties for potential housing development (Council File 22-0045). These locations, absent development potential, could be Safe Parking sites but require final determination of development feasibility.

FINANCIAL IMPACT

There is no financial impact from this report.

SJR:BH:fn

EXHIBIT C

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: February 23, 2022

To: Honorable City Council
c/o City Clerk, Room 395
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds, General Manager 
Department of Transportation

Subject: **CITATION AND TOWING PROCESS FOR ABANDONED VEHICLES AND OVERSIZE VEHICLES IN VIOLATION OF POSTED SIGNS**

SUMMARY

In response to Council File (CF) 21-0956, this report outlines the process for the removal of oversize and other vehicles parked in violation of posted signs and the recommended criteria for prioritization of their removal.

RECOMMENDATION

That the City Council, subject to approval by the Mayor:

1. APPROVE LADOT's criteria for distinguishing between abandoned vehicles suitable for towing and vehicles used as dwellings that warrant additional engagement
2. APPROVE LADOT's criteria for prioritizing among oversized vehicles that are eligible for towing
3. DIRECT the CAO Homelessness Coordinator to develop a process for officers from LADOT and LAPD to communicate referrals of outreach services for persons experiencing homelessness.

BACKGROUND

In March 2020, in response to the Coronavirus (COVID-19) pandemic and effort to maintain public safety, the City of Los Angeles (City) declared a local emergency that included relaxed enforcement for parking violations. In October 2020, as residents returned to the workplace, LADOT resumed enforcement for all parking violations with the exception of towing vehicle dwellings as directed. In the Department's report to City Council (CF 20-0147-S7), LADOT reported back with a plan for handling these impounds.

This report recommends processes to identify vehicle dwellings, a service-led approach for people living vehicles, and conditions for citation and towing of abandoned vehicles not in use. This report identifies potential locations for use as Safe Parking or Safe Storage of oversize vehicles.

DISCUSSION

Pursuant to Council direction, LADOT traffic officers suspended towing vehicles identified as vehicle dwellings. LADOT currently determines a "vehicle dwelling" based on an officer's observation of a

person(s) sleeping inside a vehicle, or items contained inside or on the vehicle that are not typically associated with ordinary vehicle use, such as a sleeping bag, bedroll, blanket, sheet, pillow, kitchen utensils, cookware, or cooking equipment.

This inclusive definition was helpful during the early stages of the pandemic to ensure vehicles used as dwellings were exempt from impound and the unhoused did not meet additional burdens during a health crisis. Over time, however, officers note that the definition is so broad that it captures vehicles that are clearly abandoned which have become a source of frustration and potential health hazards for people nearby.

To address this issue, LADOT recommends revised citation and towing criteria that can better identify vehicles used as dwellings that warrant additional engagement and distinguish them from abandoned vehicles based on evidence of active living. To identify evidence of active living, an officer will observe a vehicle and note its condition and interior contents on multiple days to reveal whether there has been any change in the vehicle's appearance, such as whether the vehicle's location, exterior, or contents have changed. A minimum of three visits and assessment of the vehicle must take place to determine whether the vehicle is being actively used as a dwelling. The officer's notes and photos taken during these visits will be part of the evidence package prior to any enforcement.

Movement of the vehicle from its original location would negate any enforcement action, consistent with LADOT's current enforcement policy. If an officer observes any vehicle occupants, he or she will report to the Unified Homelessness Response Center (UHRC) or Los Angeles Homeless Services Authority (LAHSA) requesting engagement with the vehicle occupants.

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Recommended criteria for areas that need to be subject to tow

LADOT is committed to ensuring the health and safety of our public streets and roadways while connecting unhoused Angelenos with critical support services. Vehicles that create traffic hazards, environmental or public health hazards, obstruct City services, and/or are inoperable or unregistered will be subject to citation and tow. If a vehicle that shows evidence of active living meets any of these criteria, LADOT traffic officers will first seek willing compliance with the posted regulations and all applicable City ordinances. If an officer encounters an illegally-parked, occupied vehicle clearly used as a dwelling, he or she will first request that the vehicle occupant(s) move their vehicle and direct people to move to a location where they may legally park. If the motorist refuses to move their vehicle, the officer will provide a report to UHRC and LAHSA staff. These homeless services partners will work with other relevant City departments, such as the Bureau of Sanitation (LASAN), and other homeless services agencies to respond to the location and offer supportive services.

If an officer cannot achieve compliance and notifies UHRC or LAHSA, LADOT will consider vehicles outlined below eligible for citation, relocation, or removal. Prioritizing these locations will help inform outreach to the unhoused community.

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2. **Vehicles that pose an environmental or public health hazard.** Vehicles that create an environmental or public health hazard through the repeated excess accumulation of trash, debris or discharge of biohazard waste as documented by three (3) or more service call responses from the Department of Sanitation to mitigate this hazard may be towed. Similarly, vehicles that have been extensively destroyed, burned, or present a threat to environmentally sensitive habitats may be towed. LADOT will provide sufficient notice of pending enforcement action in those instances when the vehicle's owner is present, and LADOT will initiate and document engagement with homeless services providers prior to removal.
3. **Vehicles that interfere with public works projects or special events.** LADOT posts Temporary No Parking Tow Away signs to alert motorists of future construction activity, street resurfacing projects, or major public events such as parades, street fairs, marathon, etc., in which vehicles interfere with the ability to complete or safely conduct this activity. LADOT will cite and impound vehicles that remain on the street in violation of posted temporary signs.
4. **Inoperable vehicles.** Vehicles that cannot be safely or reasonably operated, such as vehicles that are clearly disabled, missing engine, windshield, tires, or other components critical to operating a vehicle will be removed after an officer provides sufficient notice to the owner/occupant.
5. **Unregistered vehicles.** Vehicles that are not registered may not lawfully operate on City streets and may be subject to tow following sufficient notice to the owner/occupant.

Recommended criteria for prioritizing among oversized vehicles that are eligible for towing

While oversized vehicles are sometimes used as vehicle dwellings on City streets, they can fall into one of the five categories above. The City has limited available space to store OV's and therefore must prioritize among OV's that are eligible for towing. Prioritizing towing based on the five categories above, following outreach, will ensure effective use of resources and limited storage space.

Recommended procedures for coordinating with the Unified Homelessness Response Center and/or homeless service providers consistent with the Street Engagement Strategy

LADOT currently notifies the UHRC and LAHSA on an ongoing basis locations for engagement with vehicle occupants to provide services. Due to privacy concerns, LADOT does not receive confirmation of contact with the vehicle occupant(s).

To ensure outreach is complete prior to vehicle towing, LADOT recommends that Council direct the City Administrative Office Homelessness Coordinator to create a system for handling referrals from LADOT to confirm contact.

Recommended locations suitable for safe parking and/or safe storage of oversized vehicles

Identifying and developing temporary safe storage facilities for OV's could support OV owners who want to surrender their vehicle voluntarily and accept transitional housing opportunities. If the City is successful in identifying a facility for the safe storage of vehicles, LAHSA representatives could encourage vehicle owners to surrender their vehicle voluntarily for safe storage at an approved facility.

LADOT is responsible for City-owned parking lots and can recommend specific lots for oversized vehicle safe parking or safe storage based on current use and available space. Lots previously identified for affordable housing developments could be temporary sites.

Additional City-owned spaces not under LADOT's jurisdiction might be good candidates for temporary storage. A January 2022 report from the Los Angeles City Controller's Office identified 26 City-owned properties for potential housing development (Council File 22-0045). These locations, absent development potential, could be Safe Parking sites but require final determination of development feasibility.

FINANCIAL IMPACT

There is no financial impact from this report.

SJR:BH:fn

EXHIBIT D

REPORT FROM

OFFICE OF THE CITY ADMINISTRATIVE OFFICER

Date: September 15, 2022

CAO File No. 0220-05151-0343

Council File No. 21-0956

Council District: All

To: The City Council

From: Matthew W. Szabo, City Administrative Officer 

Reference: C.F. 21-0956

Subject: **REVIEW AND RECOMMENDATIONS FOR CITYWIDE VEHICLE DWELLING
OUTREACH AND ENGAGEMENT PROTOCOLS**

SUMMARY

In April 2022, the City Council approved the City's Department of Transportation's (LADOT's) updated prioritization process for citing and towing abandoned and oversized vehicles (C.F. 21-0956). The Council also instructed LADOT to immediately resume parking enforcement for oversized vehicles being used as dwellings by people experiencing homelessness (PEH). Further, the Council directed the CAO to develop a plan to initiate outreach and offer services to PEH found to be dwelling in oversized vehicles. After parking enforcement resumed in May, however, Council offices began requesting the CAO's outreach team to coordinate oversized vehicle outreach operations prior to the release of this report. As a result, the CAO consulted with Council offices, the Mayor's office, the City Attorney's office, and key departmental leadership about the need to pilot operations across the City and to use lessons learned from those operations to shape the final recommendations to Council. Accordingly, the CAO spearheaded an inter-departmental pilot program for oversized vehicle dwelling outreach and developed protocols, which are described in more detail below. Prior to this pilot, there were no pre-existing policies or protocols in place. The CAO believes these protocols should apply to the management of all vehicle dwelling engagements in the City, and not just oversized vehicles.

RECOMMENDATION

That the City Council, subject to approval by the Mayor:

1. APPROVE the CAO's proposed citywide vehicle dwelling outreach and engagement protocols for all vehicle types.
2. DIRECT the CAO to report back to the City Council on a quarterly basis with performance and outcome data related to the implementation of the citywide vehicle dwelling protocols.

3. INSTRUCT the directors and general managers of the Bureau of Sanitation (LASAN), Los Angeles Police Department (LAPD), LADOT, StreetsLA, other relevant City departments, and the Los Angeles Homeless Services Authority (LAHSA) to coordinate all oversized vehicle dwelling operations through the citywide outreach team in the CAO's office.
4. INSTRUCT the CAO, including the City Homelessness Coordinator and the citywide outreach team, with the support of the Mayor's office, Council offices, the City's Unified Homelessness Response Center (UHRC), LASAN, LAPD, LADOT, StreetsLA, other relevant City departments, and LAHSA, to collect data and metrics on oversized vehicle dwelling outreach and parking enforcement efforts and report back to the Council quarterly. Data collected should include information on the location, the number of suspected and/or confirmed vehicles being used as dwellings, the number of persons experiencing homelessness in these oversized vehicles, potential California Vehicle Code and Municipal Code violations, outreach contacts, service referrals, housing or other placements, refusals, and more.
5. INSTRUCT the CAO to identify funding for dedicated resources, such as increased staff capacity, equipment, including vehicles, yard or shop space for LASAN's Watershed Protection Division, as well as for the CAO, LADOT, LAPD, and other relevant departments, to assure these City departments can adequately respond to operational needs and report back to Council with funding options and a timeline for securing and deploying these additional resources.

BACKGROUND

On April 6, 2022, the City Council directed LADOT to adopt an updated prioritization process for citing and towing abandoned and oversized vehicles. The City Council also directed LADOT to immediately resume parking enforcement for vehicles used as dwellings found to be in violation of any of the following categories:

- Vehicles that pose a traffic safety hazard;
- Vehicles that pose a public health or environmental hazard;
- Vehicles that interfere with public works projects or special events;
- Inoperable vehicles; and
- Unregistered vehicles.

Council further instructed LADOT to resume enforcement of *all* posted parking regulations beginning on May 15, 2022.

In addition to LADOT's report back, the Council instructed the CAO's City Homelessness Coordinator to report back on a plan and process to initiate outreach and offer services to occupants

of vehicles used for dwelling prior to a vehicle being towed.¹ The purpose of this report is to respond to Council's request, and recommend citywide oversized vehicle outreach and engagement protocols, as well as a strategy for implementing the protocols.

Since May 2022, the CAO's outreach team has led and/or helped to coordinate a total of eight large-scale oversized vehicle outreach operations, in four Council Districts. Additionally, at least one Council office opted to approach addressing oversized vehicles one-by-one at specific locations in their district, without a large operation. The CAO's outreach team learned important lessons from these operations. Importantly, the CAO found the current system lacked a centralized coordinating entity; experienced bottlenecks at key points in the referral process; was redundant in several places; and led to more questions than were able to be answered. Therefore, the CAO worked with all relevant City departments, including and especially LADOT, LASAN, and LAPD, along with the City Attorney's office and LAHSA, to develop protocols for streamlining the process for identifying and addressing oversized vehicle dwellings in the City.

PROPOSED CITYWIDE OVERSIZED VEHICLE DWELLING OUTREACH PROTOCOLS

The primary objectives of the CAO's coordinated oversized vehicle dwelling operations are to offer services and resources to PEH, including housing or shelter where and when available, and to address public health, safety, traffic, and welfare hazards associated with vehicle dwellings and abandoned vehicles. The CAO's outreach operations operate on a referral basis, and contemplate the following protocols: (1) homeless outreach and services, (2) addressing debris and hazardous conditions, (3) investigating any ancillary criminal activity, (4) providing advance notice of parking enforcement and impoundment, and (5) impounding vehicle dwellings and abandoned vehicles.

Following the CAO's protocols for initiating outreach and offering services to PEH is optional for City Council, the Mayor, and City departments. Council offices, which play a critical and lead role in allocating and directing resources and operations in their respective districts, as well as the Mayor's office, can choose not to follow them. Additionally, LADOT and LAPD can impound oversized and other vehicles outside the CAO's planned operations.

The proposed protocols are intended to be used as guidelines, and do not create any legal, policy, or other obligations on the part of the City, a City department, or any partner entity supporting or participating in these operations.

¹ Los Angeles Municipal Code (LAMC) section 85.02 [Regulating the Use of Vehicles as Dwellings] was not renewed by Council and expired on January 1, 2020. Any enforcement of vehicle dwellings referenced in this report contemplates other enforcement provisions of the California Vehicle Code, LAMC, or other applicable laws or policies. Additionally, the discussion and recommendations contained in this report do not preclude or prejudice the City's ability to reenact or amend LAMC Section 85.02.

The CAO recommends the following protocols:

Referrals

- All oversized vehicle dwelling referrals should be made to the CAO's citywide outreach team. Referrals can come from any number of sources, including from Council offices, the Mayor's office, City departments, LAHSA, other nonprofit service providers, elected officials, agencies, or departmental personnel from outside of the City (e.g., federal, state, or county government, or the school district). In all cases when the CAO receives a referral, the Regional Outreach Coordinator and/or Director of Homeless Outreach will ensure all partners are made aware of the information and/or request, if they are not already.² As a part of this process, it is envisioned that referrals from the public should continue to go through LADOT via MyLA311 or the respective Council office.
- After receiving a referral, the assigned Regional Outreach Coordinator (ROC) will gather additional information on the location, including the number of oversized and other vehicles, the number of PEH, pictures of the vehicles if a preliminary site visit is possible, potential vehicle violations, whether outreach has been ongoing at the location, and any other relevant information from LAHSA, City departments, and other partners.

Operational planning

- When needed, the CAO's citywide outreach team will immediately convene a working group comprising representatives of the impacted Council office(s) and/or Mayor's office, the UHRC, Los Angeles Police Commission, Commission Investigation Division (CID) LAPD, LADOT, LASAN, and others, like the Chief Legislative Analyst's office (CLA), to discuss and begin planning operations for the targeted location(s).
- LADOT will post signs when necessary or required to do so in advance of an impoundment operation.³
- ROCs will confirm with CID that capacity and storage for oversized vehicles will be available for the operation at the earliest opportunity, knowing that capacity fluctuates and that the towing and storage capacity may differ on the actual day of the operation.

² In order to effectuate and streamline the referral process, the CAO created a centralized email for the outreach team.

³ While advance notice is required with every impound involving an illegally-parked vehicle, the posting of signs is not necessarily required in every impoundment operation. Posting of signs is required only to the extent the statutory basis to which LADOT is relying on requires it.

Coordination of homeless outreach and engagement activities

- After the initial working group meeting, the ROC will ensure that the outreach teams, whether from LAHSA and/or contracted service providers, begin deploying to the location, engaging with the PEH, and gathering pertinent information. Additionally, the ROC will do as follows:
 - Outreach will conduct their first engagement with the PEH within five days of receiving a request from the City, and outreach teams will make best efforts to complete at least three separate engagements on different days for each dwelling, prior to and/or on “choice day” or day of impoundment.
 - The designated outreach lead will complete an outreach form that captures the days of engagement and services offered at the time of engagement. This form will be provided to the ROC, who will make completed forms available to Council offices and/or the Mayor’s office. The ROC may provide a redacted form or brief summary to City departments and partners from outside of the City.
 - The ROC will attempt to coordinate outreach for abandoned vehicles even where there are no occupants or evidence of active living or use prior to impoundment.

- If a vehicle presents an immediate public safety concern or public health hazard, then the appropriate City department may take immediate action, up to and including immediately impounding the offending vehicle. In this instance, there may not be time to conduct outreach consistent with the timeline and guidelines as described above.

- Next, the ROC will request LASAN’s Watershed Protection Division⁴ and/or Livability Services Division⁵ to go to the priority location to assess the RVs/vehicles for any public health hazards and/or environmental health hazards that may have a negative impact to the general public or the public right of way. If Environmental Compliance Inspectors from the Watershed Protection Division issue any citations, officers will subsequently return to the location as available to conduct additional enforcement activities as needed.

- As LASAN conducts their health or environmental hazards assessment, the ROC will request that LADOT conduct a parking and safety assessment of the priority location. Prior

⁴ Enforcement of the City of LA’s Stormwater and Urban Runoff Pollution Control ordinance (LAMC 64.70) is an integral part of protecting LA’s watersheds. Watershed Protection Program environmental compliance inspectors enforce local, state, and federal laws, investigate environmental crimes and refer cases to the Los Angeles City Attorney’s office for evaluation and possible prosecution.

⁵ LASAN officially formed the Livability Services Division (LSD) in June 2019. LSD is a consolidation of multiple programs developed in 2015 by Mayor Garcetti’s Executive Directive 8: Clean Streets Initiative. These programs include: the CleanStat Street Indexing System, Citywide Receptacle Collection program, and citywide collection of Illegal Dumping. Additionally, LSD added to its portfolio the newly created Mobile Hygiene Unit program and also a revamped homeless encampment clean-up service under the Comprehensive Cleaning and Rapid Engagement (CARE and CARE+) program model.

to deploying any field staff, LADOT will confirm whether any citations have been previously issued to any individuals living at the location. Additionally, LAPD will confirm whether there have been any calls for service, crimes of violence, or other incidents at the location to ensure everyone's safety. LADOT will then go to the location and begin issuing citations for any vehicle violations. Citations shall be issued prior to the "choice day" or day of impoundment. If there is a report that a PEH residing in an RV or vehicle at the location is possibly engaging in criminal activity, the ROC will request that LAPD co-deploy to the location along with LADOT.

- On the "choice day" or day of impoundment, LADOT parking enforcement officers on scene shall make the final determination, based on the totality of circumstances, on whether there is a statutory and constitutional legal basis to authorize impoundment of the subject vehicle. In addition to personal assessments made on scene, LADOT shall also consider prior working group assessments in determining whether there is a statutory and constitutional legal basis to impound the vehicle. If the LADOT parking enforcement officer on scene determines that there is a lawful basis to impound the subject vehicle, LADOT shall authorize the immediate impoundment of the subject vehicle. LADOT parking enforcement officers on scene shall make the final determination within 15 minutes of assessing the subject vehicle or as soon as reasonably possible.

Day of the operation

- Day of operational steps consist of the following, as needed:
 - ROC will be on site if available and confirm the operational plan.
 - LADOT confirms the traffic officers are on scene to determine the statutory and constitutional legal basis to tow a vehicle.
 - LAPD officers confirm their presence to ensure the safety of all staff.
 - LASAN Livability Services Division confirms their presence to address any personal property or debris in the public right of way.
 - LASAN Watershed Protection Division will confirm their presence (if needed) to ensure any vehicle being towed is able to be towed without creating a public health or environmental health hazard.
 - CARE+ aligns with the operation date.
 - LADOT confirms advance notice has been issued, as required.
 - Outreach partners – LAHSA and/or local service providers – will confirm their presence and will engage with PEH before and during the operation, continuing to offer them resources, including housing or shelter referrals if available.
 - ROCs will reconfirm with CID that capacity and storage for oversized vehicles will be available and ready to be deployed.
 - Confirm the presence of, and support from, other relevant partners, such as StreetsLA, Bureau of Street Lighting, Recreation and Parks Department, LA County Metropolitan Transportation Authority, California Department of Transportation.

Follow-up / after-action debriefing

- Once an operation has concluded, the ROCs will debrief all partners and discuss lessons learned. The ROC may also provide a report back to the relevant Council office with key performance indicators from, and outcomes of, the operation, including from all involved City departments and partners where and when available.
- ROCs will continue convening operational meetings with all partners. Once all assessments and outreach engagements have been completed, the appropriate City department (i.e., LADOT, LAPD, or LASAN Watershed Protection Division or Livability Services Division, along with attorneys from the office of the City Attorney), will continue to support outreach, engagement, and/or parking enforcement operations at target locations as necessary and appropriate to do so.

ADDITIONAL RECOMMENDATIONS

During the CAO led or supported coordination meetings, teams encountered many situations in which the individual residing in the RV or oversized vehicle was not the vehicle's registered owner, or could not verify if the owner wanted to relinquish their RV/vehicle. Given the current process for LADOT and LAPD, there is a need to create and have a standard waiver form that PEH can sign when they want to relinquish their RV/vehicle/trailers, etc. Therefore, the CAO recommends the following:

1. REQUEST the City Attorney, working with the CAO, LAPD, LADOT, and other departments as necessary, draft a waiver form for an individual to relinquish their vehicle to the City.

Through these coordination efforts, partners have raised concerns about vehicle storage and towing capacity. Currently, these operations rely on the Official Police Garage (OPG) to tow and store the towed or impounded RVs or other oversized vehicles. It would be important to look into other locations that can be utilized as storage and expedite the process for them to be an approved City Contractor.

2. INSTRUCT the LAPD, working with the General Services Department, the City Planning Department, and the CAO, and with the support of the Mayor's office and City Attorney's office, identify and report back on publicly- and privately-owned land that can potentially be utilized as temporary storage for impounded, unclaimed, or salvaged oversized vehicles, and, consistent with Council's direction in C.F. 21-1468, identify and report on possible zoning regulations that at present restrict or prohibit land to be used for storage or unclaimed or salvaged vehicles.

It became apparent during the pilot operations that challenges with City department staffing and capacity posed a significant challenge to continued and increased operations across the City.

Numerous operations were planned simultaneously across the City thus, creating challenges for departments, and in particular LASAN and its Watershed Protection Division, LAPD, and LADOT.

3. DIRECT the general managers of LASAN, LAPD, and LADOT to report back to Council within 30 days on their respective department's staffing capacity and staffing needs, including equipment, vehicles, and yard or shop space, in order to allow their personnel to specifically support oversized vehicle operations citywide.

FISCAL IMPACT STATEMENT

There will be a future potential impact to the General Fund as a result of the recommendations in this report.

FINANCIAL POLICIES STATEMENT

The recommendations in this report comply with the City Financial Policies in that budgeted funds are being used to fund recommended actions.

EXHIBIT E



NOT TO SCALE

SURVEY NOTE:

THE CITY OF LOS ANGELES, SURVEY DIVISION, ESTABLISHED THE PUBLIC RIGHT OF WAY BY PERFORMING A FIELD SURVEY USING REFERENCE CITY CONTROL LINE MONUMENTATION, AND RECORD CALCULATIONS DERIVED FROM RECORD OF SURVEY, BK. 277 PGS. 3-8



CENTERLINE JEFFERSON BLVD. ESTABLISHED PER CONTROL LINE MONUMENTATION

PUBLIC RIGHT OF WAY

S'LY PROPERTY LINE AS SHOWN ON SAID RECORD OF SURVEY

PRIVATE PROPERTY

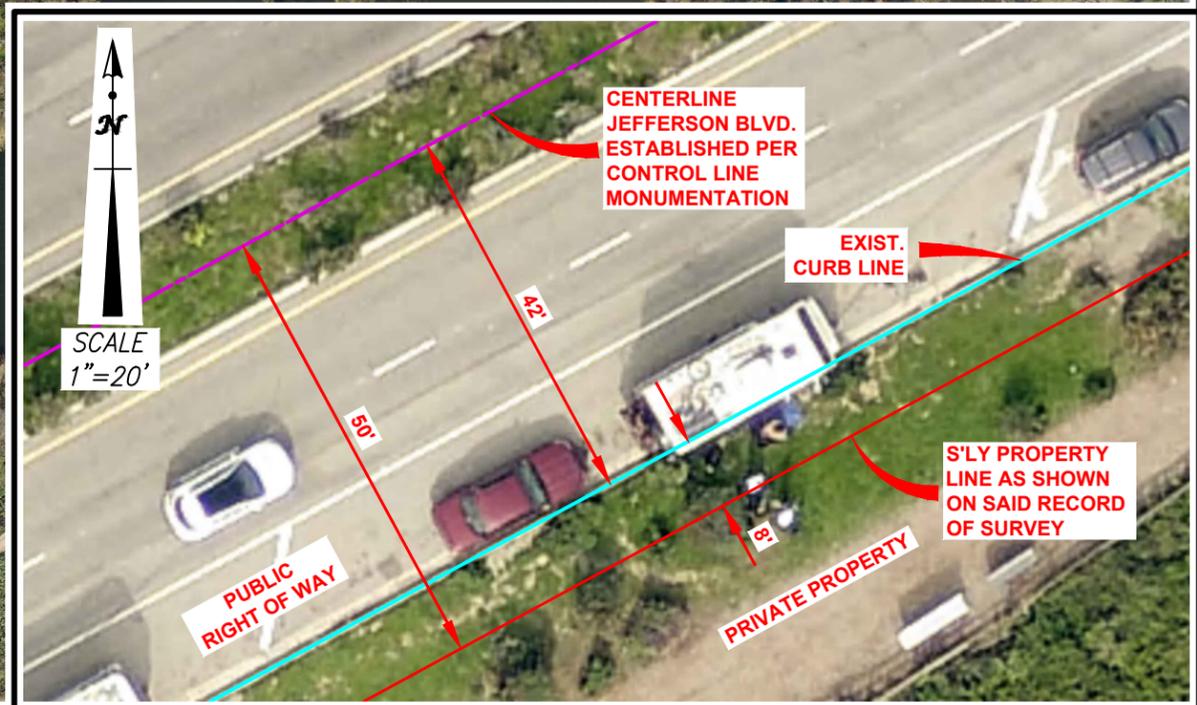
DETAIL AREA SEE BELOW RIGHT

BALLONA WETLANDS ECOLOGICAL RESERVE

TO CULVER BLVD.

LINE TABLE

- = CENTERLINE
- = PARCEL/RIGHT OF WAY
- = CURB LINE



SCALE 1"=20'

CENTERLINE JEFFERSON BLVD. ESTABLISHED PER CONTROL LINE MONUMENTATION

EXIST. CURB LINE

S'LY PROPERTY LINE AS SHOWN ON SAID RECORD OF SURVEY

PRIVATE PROPERTY

PUBLIC RIGHT OF WAY

EXHIBIT F



SPEED
LIMIT
35

NO STOPPING
ANY TIME

EXHIBIT G



July 13, 2022

Date of Meeting: 10am July 14, 2022

Agenda Item: 9

Council File: CF 21-0956

Hello President Eisenberg,

We are asking the Board of Transportation Commissioners to direct DOT to prioritize & clear the vehicle dwellings (Cars and RVs) from Ballona Wetlands Ecological Reserve & Marsh and return these "environmentally sensitive habitats" to safe public use. The vehicle dwellers are violating the parking restrictions.

Attached are 500 letters from constituents that want the vehicle dwellings removed from the Ballona Wetlands & Marsh.

City Council made "environmentally sensitive habitats" a priority for parking enforcement. DOT GM Reynolds and Councilman Bonin (213-473-7011) REFUSE to enforce the law and are endangering the habitat & surrounding residents.

The vehicle dwellers are destroying the Ballona Wetlands & Marsh:

- They are defecating, urinating, dumping septic tanks, disposing of hypodermic needles in these environmentally sensitive habitats. Stolen vehicles, bike chop shops and a meth lab exist here. The dwellers have assaulted residents. Others have been shot at.
- Per LAPD Report (5/9/22) ,the dwellers have caused a 266% increase in crime! Of the 49 most dangerous hot spots in the City, the Ballona Wetlands & Marsh are the ONLY "environmentally sensitive habitats".
- The dwellers were responsible for a 5 acre fire last year. There have been several more in the past month. Santa Anas will blow a wild fire onto the adjoining Gas Company and ignite their gas tanks causing a major explosion. Thousands of residents would be affected and possibly killed.
- Endangered species inhabit this area. It is vital that these areas are preserved.
- Ancient tribal burial grounds of the Gabrielino Kizh Nation are being desecrated.

Please make these ESHAs a priority & direct DOT to remove these dwellings.

Thank you.

Lucy Han

Dear Sheriff Villanueva, LAPD Captain Embrich, and County Supervisor Holly Mitchell:

PLEASE HELP US SAVE THE BALLONA WETLANDS FROM ECOLOGICAL DESTRUCTION. Approximately 70 people in RVs have been parked and are residing on Jefferson Boulevard, in the heart of the Ballona Wetlands for the past several years, and well before COVID. As you are all aware, the following is happening or has happened, and is destroying the Wetlands and compromising the well being and safety of the community:

- People living in the RVs/vehicles are bathing in the marsh, defecate in the marsh, and dump their septic tanks on the street and in the wetlands. The area reeks of urine and feces.
- There are needles and human defecation on this protected land.
- Trampled greenery now gives way to a trail of trash that leads down to the water, and a wooden fence that once separated the marsh from the roadway has been torn down repeatedly, as has signage, and tents have sprung up among the willow trees.
- The RV dwellers have possibly caused trash fires and have impeded the putting out of fires, such as was the case with the fire back in March of this year, which scorched five acres of the Wetlands, killing plants and the species of the Wetlands and threatening homes and lives when LAFD could not access a hydrant due to an RV blocking it and not able to move it due to a dead battery.
- Workers whose job it is to monitor wildlife and do maintenance now hesitate to go to the side of the marsh near Jefferson Boulevard, especially alone, as many have been verbally accosted and followed.
- The area is dangerous, as residents have witnessed some of these RV dwellers tampering with city electrical boxes to try and tap into the electricity, and 4 people were shot there back in August.
- There are many other crimes in the area, including assaults, batteries, drug use, and break-ins and the remains of a young woman from Venice found in the wetlands.

Despite our thousands of pleas, we understand LAPD cannot regulate the Wetlands because their hands are tied by City officials who refuse to enforce the no overnight parking/camping, even though there are many city-owned and Airport-owned parcels in Los Angeles where the RVs and people could be moved. Members of the public can no longer safely use the Wetlands.

We consider this an emergency situation. The homeless, the encampments, and the RVs are a proven safety threat to all. Animal and plant species, many of which are on the endangered lists, are being destroyed and killed. We need and request your immediate intervention to help save the Wetlands from destruction, and make the area safe again.

SIGNATURE

PRINT NAME

ADDRESS



Macchaela Collins

7351 W. 93rd St. Los Angeles, CA
90045

Dear Sheriff Villanueva, LAPD Captain Embrich, and County Supervisor Holly Mitchell:

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- There are many other crimes in the area, including assaults, batteries, drug use, and break-ins and the remains of a young woman from Venice found in the wetlands.

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SIGNATURE



PRINT NAME

ANDREW SABA

ADDRESS

7351 W. 83RD
LOS ANGELES 90045

Dear Sheriff Villanueva, LAPD Captain Embrich, and County Supervisor Holly Mitchell:

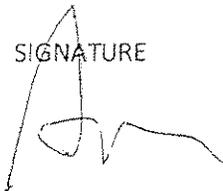
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- Workers whose job it is to monitor wildlife and do maintenance now hesitate to go to the side of the marsh near Jefferson Boulevard, especially alone, as many have been verbally accosted and followed.
- The area is dangerous, as residents have witnessed some of these RV dwellers tampering with city electrical boxes to try and tap into the electricity, and 4 people were shot there back in August.
- There are many other crimes in the area, including assaults, batteries, drug use, and break-ins and the remains of a young woman from Venice found in the wetlands.

Despite our thousands of pleas, we understand LAPD cannot regulate the Wetlands because their hands are tied by City officials who refuse to enforce the no overnight parking/camping, even though there are many city-owned and Airport-owned parcels in Los Angeles where the RVs and people could be moved. Members of the public can no longer safely use the Wetlands.

We consider this an emergency situation. The homeless, the encampments, and the RVs are a proven safety threat to all. Animal and plant species, many of which are on the endangered lists, are being destroyed and killed. We need and request your immediate intervention to help save the Wetlands from destruction, and make the area safe again.

SIGNATURE



PRINT NAME

ADAM FELLE

ADDRESS

8258 B CROWN WAY DR

Dear Sheriff Villanueva, LAPD Captain Embrich, and County Supervisor Holly Mitchell:

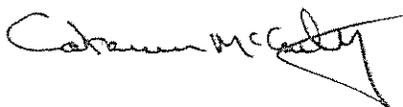
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- There are many other crimes in the area, including assaults, batteries, drug use, and break-ins and the remains of a young woman from Venice found in the wetlands.

Despite our thousands of pleas, we understand LAPD cannot regulate the Wetlands because their hands are tied by City officials who refuse to enforce the no overnight parking/camping, even though there are many city-owned and Airport-owned parcels in Los Angeles where the RVs and people could be moved. Members of the public can no longer safely use the Wetlands.

We consider this an emergency situation. The homeless, the encampments, and the RVs are a proven safety threat to all. Animal and plant species, many of which are on the endangered lists, are being destroyed and killed. We need and request your immediate intervention to help save the Wetlands from destruction, and make the area safe again.

SIGNATURE



PRINT NAME

CATHERINE MCCARTHY

ADDRESS

7819 Cowan AVE
Westchester, CA
90045



John Ly <johnkly@gmail.com>

TOW CARS and RVS FROM BALLONA WETLANDS and MARSH

Adriana Cascarano <info@sg.actionnetwork.org>

Thu, Sep 1, 2022 at 11:38 PM

Reply-To: cascadr@gmail.com

To: johnkly@gmail.com

DOT Commissioner John Ly,

To Mayor Garcetti, CAO Szabo, Transportation GM Llanos, Sanitation Dir Romero, LAPD Chief Moore and Councilman Bonin,

I am reaching out to ask that Mayor Garcetti, CAO Szabo, Transportation GM Llanos, Sanitation Dir Romero, LAPD Chief Moore and Councilman Bonin collaborate with the Sheriff's HOST Team, LAHSA, DOT, LASAN, LAPD to clear the vehicle dwellings (Cars and RVs) from Ballona Wetlands Ecological Reserve & Marsh and return these "environmentally sensitive habitats" to safe public use.

Sheriff Villanueva shares our grave concern over the many Cars and RVs parked by the Ballona Wetlands & Marsh.

City Council made "environmentally sensitive habitats" a priority for parking enforcement.

Councilman Bonin REFUSES to support parking enforcement here. His negligent behavior is endangering the habitat & surrounding residents.

The City claims there is nowhere to tow the RVs. However, there is space to tow the cars. At minimum, I am asking the City to tow the cars immediately.

The vehicle dwellers are destroying the Ballona Wetlands & Marsh. They are defecating, urinating, dumping septic tanks, disposing of hypodermic needles in these environmentally sensitive habitats. Stolen vehicles, bike chop shops and a meth lab exist here. The dwellers have assaulted residents. Others have been shot at. Per LAPD Report (5/9/22), the dwellers have caused a 266% increase in crime! Of the 49 most dangerous hot spots in the City, the Ballona Wetlands & Marsh are the ONLY "environmentally sensitive habitats".

The dwellers were responsible for a 5 acre fire last year. There have been several more in the past month. Santa Anas will blow a wild fire onto the adjoining Gas Company and ignite their gas tanks causing a major explosion. Thousands of residents would be affected and possibly killed.

Endangered species inhabit this area. It is vital that these areas are preserved.

LA is park poor. There is very little urban green space available in our city. Many children from disadvantaged communities can no longer visit these habitats and their tours have been cancelled. Ancient burial grounds of the Gabrielino Kizh Nation Native American Indians' are

being desecrated. Environmental justice for these marginalized populations is not being fulfilled and our neighbors are being discriminated against. It is imperative that these areas are preserved.

Please make these habitats a priority and coordinate efforts with Sheriff's Host Team, LAHSA, DOT, LASAN, LAPD to enforce the parking laws.

Adriana Cascarano

cascapdr@gmail.com

6300 vista del mar

[Playa del rey](#), Kansas Ca 90293

EXHIBIT H

INTRADPARTMENTAL CORRESPONDENCE

May 9, 2022
11.2

TO: The Honorable Board of Police Commissioners

FROM: Chief of Police

SUBJECT: CRIMES ORIGINATING FROM OR OCCURRING WITHIN CORRIDORS
POPULATED WITH RECREATIONAL VEHICLES

RECOMMENDED ACTIONS

1. That the Board of Police Commissioners (Board) REVIEW and APPROVE the attached report responding to the Los Angeles City Council Public Safety Committee's request regarding crimes originating from or occurring within corridors populated with recreational vehicles.
2. That the Board TRANSMIT this report to the Los Angeles City Council Public Safety Committee.

DISCUSSION

Attached is the Los Angeles Police Department's analysis on violent or property crimes originating from or occurring within corridors populated with recreational vehicles (RVs). This analysis includes crime information compiled from the responses of the geographic Areas.

If you have questions regarding this matter, please contact Assistant Chief Robert E. Marino, Director, Office of Operations, at (213) 486-0111.

Respectfully,



MICHEL R. MOORE
Chief of Police

Attachment

LOS ANGELES POLICE DEPARTMENT

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Chief of Police



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May 9, 2022

The Honorable Public Safety Committee
Office of the City Clerk
Room 395, City Hall
Los Angeles, California 90012

Honorable Committee Members:

On February 2, 2022, the City Council adopted the amended Public Safety Committee Report (Council File No. 21-1465). The Committee requested that the Department report on violent or property crimes originating from or occurring within corridors populated with recreational vehicles (RVs). Overall, the four bureaus identified 216 specific locations where oversized vehicles and RVs have a positive correlation with increases in crime; this response will address 49 of the most turbulent encampments.

To compile this information, each geographic Area was tasked with identifying RV encampments and whether any violent/property crime is associated with them. Therefore, this response is limited to the information which was submitted by the Areas. Due to the eclectic nature of the City, some of the Areas are impacted more than others. While several locations may have as few as one or two RVs, the crime statistics surrounding those RVs are significant enough to be listed within this response.

While it is believed that each of the RV encampments identified have contributed to crime, the data available is sometimes insufficient to support this. These vehicles have contributed to traffic and public safety challenges, however, there is no specific Modus Operandi (MO) code which identifies an RV as being involved with a crime.¹ The information compiled pertains to the encampments and crime in their immediate vicinity but does not convey whether the RVs were directly involved. Additionally, there is no way to track if the occupants of these RVs are committing crimes at other locations in the Area and returning to the encampment(s) thereafter.

To give a proper indication as to how this issue is impacting the constituents of Los Angeles, this document details the responses of the Areas most impacted. The encampment information is organized in a table format, grouped by bureau.

¹ The Department recognizes this need and is working to develop crime/MO code(s) pertaining specifically to RVs.

The tables are split into two columns which enumerate the location of the encampment(s) and respective crime summaries, along with percentages of change.² Where applicable, the tables will include the number of traffic collisions which occurred in the location(s). The information depicted encompasses the same six-month periods in 2020 and 2021, specifically, July 28, 2020 through January 28th, 2021, and July 28th, 2021 through January 28th, 2022. This timeframe was chosen as it models a period which includes seasonal highs and lows in crime trends and affords a more accurate assessment of the statistics presented.

The crime categories depicted in the following tables are the same used in the Department's COPLINK Statistical Analyzer (CompStat). The abbreviations are defined as follows:

- ADW – Assault with a Deadly Weapon;
- AGG – Aggravated Assault;
- B/TFMV – Burglary/Theft from Motor Vehicle;
- BURG – Burglary;
- GTP – Grand Theft Person;
- HOM – Homicide;
- MVT – Motor Vehicle Theft; and,
- ROBB – Robbery.

Operations-Central Bureau (OCB)

Three of the five geographic Areas in OCB are impacted: Hollenbeck, Newton and Northeast. Central was the only Area that reported no issues with RV encampments, therefore their inclusion in this document is a reference for possible solutions in other Areas.

Central

Central Area advised that they did not have any issues with RV encampments as they relate to criminal activity. Strict parking regulations through most of Central Area limit the span of hours available for parking or disallow parking completely.

Prior to the pandemic, Central Senior Lead Officers (SLOs) worked in conjunction with Council District One to initiate parking regulations prohibiting the parking of RVs. Because of these new regulations, many of these oversized vehicles within Central Area have relocated to Rampart Area.

Occasionally, an RV will park and set up camp in an industrial area within Central Area, however, they relocate within 72 hours before violating parking control ordinances.

Hollenbeck

Hollenbeck Area has several railroad yards and industrial areas, which tend to attract RV encampments due to their seclusion. Within the vicinities identified below, the largest encampment has approximately 40 RVs on both sides of the street, while the remainder of the

² Through Department resources, the geographic Areas were able to obtain crime and traffic collision statistics pertaining to specific locales or streets populated by RVs.

locations vary between nine and 30 RVs.

| Location | Crime Summary and Percentages |
|---|--|
| Union Pacific Ave. between Lorena St. and Indiana St. | <ul style="list-style-type: none"> • Populated by 30 RVs • 7 crimes occurred between July 28, 2020 - January 28, 2021 (1 BURG and 6 MVT) • 4 crimes occurred between July 28, 2021 - January 28, 2022 (2 MVT, 1 GTP, and 1 ROBB) • 43% decrease in crime • 2 traffic collisions |
| Washington Blvd. between Soto St. and Grande Vista Ave. | <ul style="list-style-type: none"> • Populated by 40 RVs and 9 vehicles • 19 crimes occurred between July 28, 2020 - January 28, 2021 (4 AGG, 7 B/TFMV, 6 MVT, and 2 ROBB) • 11 crimes occurred between July 28, 2021 - January 28, 2022 (3 AGG, 1 B/TFMV, 2 BURG, 2 MVT, 1 Rape, 1 ROBB, and 1 Theft) • 42% decrease in crime • 5 traffic collisions |
| Main St. between Clover St. and Moulton Ave. | <ul style="list-style-type: none"> • Populated by 3 RVs, 1 bus, and 1 truck • 4 crimes occurred between July 28, 2020 - January 28, 2021 (4 Thefts) • 4 crimes occurred between July 28, 2021 - January 28, 2022 (1 B/TFMV, 1 HOM, and 2 Thefts) • No change in crime • No traffic collisions |
| Alhambra Ave. between Hancock St. and Workman St. | <ul style="list-style-type: none"> • Populated by 9 RVs and 5 vehicles • No crimes occurred between July 28, 2020 - January 28, 2021 • 1 crime occurred between July 28, 2021 - January 28, 2022 (1 Theft) • Reported crime increased from 0 to 1 • No traffic collisions |

The oversized vehicles and RVs in Hollenbeck Area have attributed to an increase in numerous Part I crimes, both in violent and property crimes, over the last year. An analysis of the seven identified encampment areas by the Hollenbeck Area Crime and Community Intelligence Center (ACCIC) revealed the following statistics:

- Homicides are up 38%;
- Robberies are up 16.9%;
- Aggravated Assaults are up 25%;
- Shots Fired are up 28%; and,
- Shooting Victims are up 6.9%.

Hollenbeck Area has linked four homicides and an immense amount of violent crime directly to the RV encampments. It is estimated that Hollenbeck Area has over 363 RVs. In addition to

crime, the RVs contribute to quality of life issues that result in frequent complaints from nearby businesses.

Newton

Newton Area identified six encampments, consisting of approximately 114 RVs in total.

The following three locations within Newton are the most inundated with RVs.

| Location | Crime Summary and Percentages |
|---|--|
| Newton St. between Central Ave. and Hooper Ave. | <ul style="list-style-type: none"> • Populated by approximately 35 RVs • 7 crimes occurred between July 28, 2020 - January 28, 2021 (3 MVT, 3 B/TFMV, and 1 Theft) • 2 crimes occurred between July 28, 2021 - January 28, 2022 (1 MVT and 1 Theft) • 71.4% decrease in crime • 1 traffic collision |
| Slauson Ave. between Alba St. and Long Beach Ave. | <ul style="list-style-type: none"> • Populated by approximately 25 RVs • 4 crimes occurred between July 28, 2020 - January 28, 2021 (1 ROBB, 1 AGG, 1 BURG, and 1 Theft) • 4 crimes occurred between July 28, 2021 - January 28, 2022 (2 ROBB, 1 MVT, and 1 B/TFMV) • No change in crime • 1 traffic collision |
| 30th St. and San Pedro St. to 35th St. and Avalon Blvd. | <ul style="list-style-type: none"> • Populated by approximately 20 RVs • 13 crimes occurred between July 28, 2020 - January 28, 2021 (1 ROBB, 2 AGG, 6 MVT, 2 B/TFMV, 1 Theft, and 1 GTP) • 13 crimes occurred between July 28, 2021 - January 28, 2022 (1 HOM, 1 ROBB, 5 AGG, 1 BURG, 1 MVT, 3 B/TFMV, and 1 GTP) • No change in crime • 18 traffic collisions |

Northeast

Northeast Area has experienced an increase in theft, B/TFMV, and AGG in areas with a large concentration of oversized vehicles and RVs. The PEH who are living in vehicles make it difficult to identify trends in problem locations due to their constant mobility from one location to another. The following three encampments are the most highly populated with RVs that Northeast Area identified.

| Location | Crime Summary and Percentages |
|------------------------------|---|
| 2300 block of Allesandro St. | <ul style="list-style-type: none"> • Populated by 10 RVs and 5 vehicles • No crimes occurred between July 28, 2020 - January 28, 2021 • 2 crimes occurred between July 28, 2021 - January 28, 2022 (1 B/TFMV and 1 MVT) • Reported crime increased from 0 to 2 • No traffic collisions |

| | |
|---------------------------------------|---|
| <p>3000 Block of Riverside Drive</p> | <ul style="list-style-type: none"> • Comprised of 5 RVs and 2 vehicles • No crimes occurred between July 28, 2020 - January 28, 2021 • 4 crimes occurred between July 28, 2021 - January 28, 2022 (2 B/TFMV, 1 BURG, and 1 MVT) • Reported crime increased from 0 to 4 • No traffic collisions |
| <p>3300 Block of Eagle Rock Blvd.</p> | <ul style="list-style-type: none"> • Populated by 5 RVs • No crimes occurred between July 28, 2020 - January 28, 2021 • No crimes occurred between July 28, 2021 - January 28, 2022 • No change in crime • No traffic collisions |

Operations-South Bureau (OSB)

The OSB is comprised of four geographic Areas; the three most negatively affected by RV encampments are 77th Street, Southeast, and Harbor.

77th Street Area

The 77th Street Area has identified 22 encampment locations; eight of them show increases in crime. The following six encampments comprise the highest reported crime numbers of the 22 identified.

| Location | Crime Summary and Percentages |
|---|---|
| <p>Western Ave. between 46th St. and 48th St.</p> | <ul style="list-style-type: none"> • Comprised of 3 RVs and 4 vehicles • 2 crimes occurred between July 28, 2020 - January 28, 2021 (1 Gang-related Shooting and 1 MVT) • 15 crimes occurred between July 28, 2021 - January 28, 2022 (5 AGG, 4 B/TFMV, 3 MVT, 1 Rape, 1 ROBB, and 1 Theft) • 650% increase in crime • 1 traffic collision |
| <p>4800 S. Hoover St. (Julian C. Dixon Park)</p> | <ul style="list-style-type: none"> • Comprised of 6 RVs and 3 vehicles • 5 crimes occurred between July 28, 2020 - January 28, 2021 (4 Gun-related AGGS and 1 MVT) • 5 crimes occurred between July 28, 2021 - January 28, 2022 (1 AGG, 1 Shooting, 1 B/TFMV, 1 MVT, and 1 ROBB) • No change in crime • No traffic collisions |
| <p>58th Place between Vermont Ave. and Kansas St.</p> | <ul style="list-style-type: none"> • Comprised of 6 RVs and 4 vehicles • 6 crimes occurred between July 28, 2020 - January 28, 2021 (2 AGG, 1 B/TFMV, 2 ROBB, and 1 Theft) • 6 crimes occurred between July 28, 2021 - January 28, 2022 (1 AGG, 2 BURG, 2 MVT, and 1 ROBB) • No change in crime • No traffic collisions |

| | |
|---|---|
| <p>Western Ave. to Wilton Pl. and Gage Ave. to 59th St. (Industrial Area / Bridge Home)</p> | <ul style="list-style-type: none"> • Comprised of 25 RVs • 39 crimes occurred between July 28, 2020 - January 28, 2021 (7 AGG, 2 Shootings, 1 Stabbing, 7 B/TFMV, 1 BURG, 7 MVT, 7 Thefts, 1 HOM, and 6 ROBB) • 26 crimes occurred between July 28, 2021 - January 28, 2022 (5 AGG, 4 Shootings, 4 B/TFMV, 2 BURG, 5 MVT, 4 ROBB, and 2 Thefts) • 33% decrease in crime • 2 traffic collisions |
| <p>84th St. and Normandie Ave.</p> | <ul style="list-style-type: none"> • Comprised of 4 RVs • 1 crime occurred between July 28, 2020 - January 28, 2021 (1 Gun Brandishing) • 2 crimes occurred between July 28, 2021 - January 28, 2022 (2 MVT) • 100% increase in crime • No traffic collisions |
| <p>88th St. and Western Ave.</p> | <ul style="list-style-type: none"> • Comprised of 8 RVs • 1 crime occurred between July 28, 2020 - January 28, 2021 (1 AGG) • 10 crimes occurred between July 28, 2021 - January 28, 2022 (1 Knife Brandishing, 2 AGG, 1 B/TFMV, 1 MVT, 4 ROBB, and 1 Theft) • 900% increase in crime • No traffic collisions |

The encampment on Western Ave. between 46th St. and 48th St. is located in front of the Barack Obama Preparation Academy. Students walking to school pass this RV encampment daily. Following an increase of 45% in Part I crimes (16 vs 11), school administrators made complaints about narcotic use and theft(s) related to this encampment. Both property and violent crimes increased, in addition to aggravated assaults on PEH in this area.

The encampment located at 58th Place between Vermont Ave. and Kansas St. is in close proximity to the Parks Huerta Early Education Center (a preschool). The SLO assigned to this vicinity has received numerous complaints of narcotic use and theft from local shopping centers.

Southeast

According to the Southeast Area analysis, the perception of community stakeholders is that the RV encampments have led to an increase in crime. The RV encampments have allowed for the dumping of human waste and trash onto the streets, limited the availability of street parking for residents, and negatively impacted the overall quality of life in neighborhoods. Please see the table below.

| Location | Crime Summary and Percentages |
|--------------------------------|---|
| 135th St. west of Figueroa St. | <ul style="list-style-type: none"> • Populated by 2 RVs • 4 crimes occurred between July 28, 2020 - January 28, 2021 (2 Theft, 1 Rape, and 1 B/TFMV) • 8 crimes occurred between July 28, 2021 - January 28, 2022 (5 Theft, 1 MVT, 1 B/TFMV, and 1 ROBB) • 100% increase in crime • 3 traffic collisions |
| Willowbrook Ave. and 112th St. | <ul style="list-style-type: none"> • Populated by 3 RVs • 1 crime occurred between July 28, 2020 - January 28, 2021 (1 MVT) • 2 crimes occurred between July 28, 2021 - January 28, 2022 (1 B/TFMV and 1 MVT) • 100% increase in crime • No traffic collisions |
| Vermont Ave. and 106th St. | <ul style="list-style-type: none"> • Populated by 4 RVs. • 4 crimes occurred between July 28, 2020 - January 28, 2021 (2 AGG, 1 ROBB, and 1 Theft) • 6 crimes occurred between July 28, 2021 - January 28, 2022 (4 AGG, 1 ROBB, and 1 Theft) • 50% increase in crime • 2 traffic collisions |
| Main St. and 117th St. | <ul style="list-style-type: none"> • Populated by 3 RVs • 1 crime occurred between July 28, 2020 - January 28, 2021 (1 B/TFMV) • 7 crimes occurred between July 28, 2021 - January 28, 2022 (2 AGG, 2 B/TFMV, 1 MVT, 1 ROBB, and 1 Theft) • 600% increase in crime • No traffic collisions |

Harbor

Harbor Area identified 23 encampments; a review of information provided by the Harbor Area ACCIC did not depict crime directly attributable to the encampments, specifically due to the absence of an RV-related MO code for RVs. Of the 23 identified overall, four encampments in Harbor Area are listed below which showed the highest number of reported crimes.

| Location | Crime Summary and Percentages |
|---|--|
| Pacific Gateway Between 190th St. and Francisco St. | <ul style="list-style-type: none"> • Populated by 7 RVs and 6 vehicles • 1 crime occurred between July 28, 2020 - January 28, 2021 (1 MVT) • 5 crimes occurred between July 28, 2021 - January 28, 2022 (5 MVT) • 400 % increase in crime • No traffic collisions |

| | |
|---|---|
| <p>Belle Porte Ave. and 260th St.</p> | <ul style="list-style-type: none"> • Populated by 3 RVs and 1 vehicle • 2 crimes occurred between July 28, 2020 - January 28, 2021 (1 ROBB and 1 MVT) • 10 crimes occurred between July 28, 2021 - January 28, 2022 (1 ROBB, 3 AGG, 1 BURG, 1 MVT, 2 B/TFMV, and 2 Thefts) • 400% increase in crime • No traffic collisions |
| <p>Hamilton Ave. and Del Amo Blvd.</p> | <ul style="list-style-type: none"> • Populated by 6 RVs and 6 vehicles • No crimes occurred between July 28, 2021 - January 28, 2022 • 3 crimes occurred between July 28, 2021 - January 28, 2022 (1 AGG, 1 B/TFMV, and 1 Theft) • Reported crime increased from 0 to 3 • No traffic collisions |
| <p>Pacific Coast Highway and Blinn Ave.</p> | <ul style="list-style-type: none"> • Populated by 4 RVs and 6 vehicles • 5 crimes occurred between July 28, 2020 - January 28, 2021 (1 AGG, 1 BURG, 2 MVT, and 1 Theft) • 12 crimes occurred between July 28, 2021 - January 28, 2022 (1 AGG, 1 BURG, 8 MVT, 1 B/TFMV, and 1 Theft) • 140% increase in crime • No traffic collisions |

In 2021, Harbor Area received significant increases in reported crimes related to PEH in the encampment areas:

- Homicides increased 166.7%;
- Robberies increased 51.9%; and,
- Aggravated assaults increased 8.6%.

The Harbor SLOs are working closely with community stakeholders to address issues related to public safety and quality of life in areas around RV encampments.

Operations-West Bureau (OWB)

The concerned locations within OWB involve four of the five geographic Areas: Hollywood, Olympic, Pacific, and West Los Angeles.

Hollywood

The Hollywood Area has been conducting enforcement operations at some of the identified RV locations, primarily utilizing their specialized units and outreach from SLOs. Please see the following table:

| Location | Crime Summary and Percentages |
|---|---|
| 2770 Cahuenga Blvd-West | <ul style="list-style-type: none"> • Populated by 10 RVs and 3 vehicles • 8 crimes occurred between July 28, 2020 - January 28, 2021 (3 BURG, 1 MVT, and 4 B/TFMV) • 9 crimes occurred between July 28, 2021 - January 28, 2022 (1 AGG, 7 B/TFMV, and 1 Theft) • 13% increase in crime • 9 traffic collisions |
| Virginia Ave. east of St. Andrews Place | <ul style="list-style-type: none"> • Populated by 1 RV • 69 crimes occurred between July 28, 2020 - January 28, 2021 (1 Rape, 6 ROBB, 35 AGG, 1 BURG, 9 MVT, 8 B/TFMV, and 9 Thefts) • 94 crimes occurred between July 28, 2021 - January 28, 2022 (2 Rapes, 10 ROBB, 16 AGG, 4 BURG, 13 MVT, 21 B/TFMV, 2 GTP, and 26 Thefts) • 36% increase in crime • No traffic collisions |
| Van Ness Ave. north of Sunset Blvd. | <ul style="list-style-type: none"> • Populated by 2 RVs • 68 crimes occurred between July 28, 2020 - January 28, 2021 (1 HOM, 2 Rapes, 5 ROBB, 16 AGG, 7 BURG, 8 MVT, 10 B/TFMV, 1 GTP, and 18 Thefts) • 52 crimes occurred between July 28, 2021 - January 28, 2022 (2 HOM, 1 Rape, 5 ROBB, 8 AGG, 2 BURG, 10 MVT, 14 B/TFMV, 1 GTP, and 9 Thefts) • 24% decrease in crime • 7 traffic collisions |

Hollywood Area identified five specific locations in which RVs have congregated and those vicinities sustained an average of a 13.1% increase in Part I crimes (7.5% to 27%). The analysis indicated that the RVs provide concealment for crimes that are being committed at these encampments. By their size and shielded interior spaces, RVs are used to conceal illicit activity, such as narcotic sales and use, which attract customers to the location. Those same customers then commit other crimes in Hollywood Area to facilitate the purchase of additional narcotics or other intoxicants, thus expanding Part I crime activity.

Olympic

Upon initial assessment, Olympic Area SLOs identified 13 locations populated by RVs. The crime statistics of the sites were reviewed for the last six months. Of the 13 encampments, four locations were associated with documented crime in their immediate vicinity. Of those four, three retained a significant amount of crime data. Please see the following table:

| Location | Crime Summary and Percentages |
|--|---|
| Washington Blvd. between Normandie Ave. and Catalina St. | <ul style="list-style-type: none"> • Populated by 10 RVs • 9 crimes occurred between July 28, 2020 - January 28, 2021 (1 BURG, 2 ADW, 1 B/TFMV, 1 AGG, 1 Vandalism, 2 Thefts, and 1 MVT) • 3 crimes occurred between July 28, 2021 - January 28, 2022 (1 BURG, 1 ROBB, and 1 B/TFMV) • 200% decrease in crime • 7 traffic collisions |
| 11th St. and Dewey St. | <ul style="list-style-type: none"> • Populated by 1 RV • 14 crimes occurred between July 28, 2020 - January 28, 2021 (3 BURG, 1 ADW, 4 B/TFMV, 1 Vandalism, 1 Theft, 3 MVT, and 1 Trespass) • 11 crimes occurred between July 28, 2021 - January 28, 2022 (3 BURG, 1 ADW, 3 ROBB, 1 B/TFMV, 2 Vandalisms, and 1 MVT) • 21.4% decrease in crime • 5 traffic collisions |
| Oxford Ave. and Oakwood Ave. | <ul style="list-style-type: none"> • Populated by 1 RV • 11 total crimes occurred between July 28, 2020 - January 28, 2021 (1 BURG, 1 ROBB, 3 B/TFMV, 2 Vandalisms, 1 Theft, 2 MVT, and 1 Trespass) • 22 crimes occurred between July 28, 2021 - January 28, 2022 (3 BURG, 4 ADW, 1 ROBB, 5 AGG, 1 Vandalism, 3 Thefts, 2 MVT, and 3 B/TFMV) • 100% increase in crime • 7 traffic collisions |

Although the remaining nine RV encampments did not generate any statistical data related to crime, Olympic SLOs continue to receive multiple citizen complaints of suspicious activity, increased pedestrian traffic, and overall crime in the Area; public perception is that the locations are unsafe. One possible reason for a lack of statistical data may be unreported crime.

Pacific

Pacific Area has identified three significant corridors populated by RVs, however, only two of the three encampments have applicable crime statistics. Definitively identifying crime occurring from and within these RV encampments proved difficult. Pacific Area SLOs indicated that because the Ballona Creek and Culver/90 Freeway encampments are isolated away from populated areas, there is little crime reported in the vicinity of the encampments. Please see the following table:

| Location | Crime Summary and Percentages |
|---|--|
| Jefferson Blvd. between Lincoln Blvd. and Culver Blvd. Known as the "Ballona Creek Encampment" | <ul style="list-style-type: none"> • Populated by 36 RVs and 7 vehicles • 3 crimes occurred between July 28, 2020 - January 28, 2021 (1 ADW, 1 AGG, 1 Vandalism, and 2 Recovered Stolen Vehicles) • 11 crimes occurred between July 28, 2021 - January 28, 2022 (7 ADW, 2 ROBB, 1 AGG, 1 Vandalism, and 1 Recovered Stolen Vehicle) • 266% increase in crime • 17 traffic collisions |
| Bordered by Navy St., Westminster Ave., Speedway St. and 4th St. | <ul style="list-style-type: none"> • Populated by 94 RVs and approximately 40 vehicles • 180 crimes occurred between July 28, 2020 - January 28, 2021 (19 ROBB, 43 ADW, 2 Rapes, 21 BURG, 20 MVT, 28 B/TFMV, and 47 Thefts) • 147 crimes occurred between July 28, 2021 - January 28, 2022 (6 ROBB, 32 ADW, 3 Rapes, 18 BURG, 25 MVT, 27 B/TFMV, and 36 Thefts) • 22.4% decrease in crime • 36 traffic collisions |

The occupants of these encampments who engage in criminal activity are mobile and utilize bicycles and electric scooters to travel throughout the Area(s) and City to commit crime. Commonly, offenders in these encampments travel away from the RVs to commit crime(s), which makes it difficult to tie the crime(s) to a specific encampment that may be miles away. As a reference to this circumstance, Pacific Area's analysis included this example:

"One example occurred on August 18, 2021, when, after stealing their third Automated Teller Machine (ATM) from the Venice Beach Boardwalk in a month, four residents of the Ballona Creek Encampment were shot by another encampment resident after disagreeing about how the money should be split. The resulting investigation and arrest identified those involved and was handled by Pacific Robbery detectives."

Multiple stolen vehicles have been recovered at these encampments; in 2021, there were 47 reported MVT from within the Navy St. encampment area and six reported MVT from within the Ballona Creek encampment area. A total of 48 stolen vehicles were recovered from within the Navy St. encampment area, 22 stolen vehicles were recovered from within the Ballona Creek encampment, and one stolen vehicle was recovered from the smaller 90 Freeway encampment. Many of the PEH that reside in these oversized vehicles have a criminal history consisting of various offenses such as property crimes and narcotics violations. This provides those living in the RV encampments an incentive not to contact police or report crimes that may occur at the encampment location.

West Los Angeles

The following four locations were identified as problematic encampments out of the eight identified by the West Los Angeles ACCIC. Please see the table below.

| Location | Crime Summary and Percentages |
|------------------------------------|--|
| Pontius Ave. and Pico Blvd. | <ul style="list-style-type: none"> • Comprised of 2 RVs • 1 crime occurred between July 28, 2020 - January 28, 2021 (1 Identity Theft) • 9 crimes occurred between July 28, 2021 - January 28, 2022 (8 Identity Thefts and 1 Theft) • 800% increase in crime • No traffic collisions |
| Sepulveda Blvd. and the 10 Freeway | <ul style="list-style-type: none"> • Comprised of 3 RVs and 3 vehicles • 1 crime occurred between July 28, 2020 - January 28, 2021 (1 Theft) • 2 crimes occurred between July 28, 2021 - January 28, 2022 (1 ADW and 1 Vandalism) • 100% increase in crime • No traffic collisions |
| Exposition Blvd. and Federal Ave. | <ul style="list-style-type: none"> • Comprised of 2 RVs • 2 crimes occurred between July 28, 2020 - January 28, 2021 (1 Identity Theft and 1 Vandalism) • 3 crimes occurred between July 28, 2021 - January 28, 2022 (1 ADW, 1 B/TFMV, and 1 Vandalism) • 50% increase in crime • No traffic collisions |
| Missouri Ave. and Cotner Ave. | <ul style="list-style-type: none"> • Comprised of 4 RVs and 2 vehicles • 1 crime occurred between July 28, 2020 - January 28, 2021 (1 Disturbing the Peace) • 1 crime occurred between July 28, 2021 - January 28, 2022 (1 Battery) • No change in crime • 1 traffic collision |

Operations-Valley Bureau (OVB)

The OVB encompasses seven geographic Areas; of those, the three most impacted by RV encampments are Devonshire, North Hollywood, and Mission.

Devonshire

The five encampments listed below generated the highest increases during a six-month Part I crime analysis. Overall, Devonshire Area identified 20 RV encampments and showed an average increase of 20% in property crime at all locations.

| Location | Crime Summary and Percentages |
|---|---|
| Plummer St. between Canoga Ave. and Owensmouth Ave. | <ul style="list-style-type: none"> • Populated by 3 RVs and 5 vehicles • No crimes occurred between July 28, 2020 - January 28, 2021 • 2 crimes occurred between July 28, 2021 - January 28, 2022 (2 Thefts) • Reported crime increased from 0 to 2 |

| | |
|--|---|
| (Plummer St. between Canoga Ave. and Owensmouth Ave. cont'd) | <ul style="list-style-type: none"> No traffic collisions |
| Lindley Ave. between Lemarsh St. and Andrea Circle. | <ul style="list-style-type: none"> Populated by 2 RVs and 1 vehicle 2 crimes occurred between July 28, 2020 - January 28, 2021 (2 B/TFMV) 9 crimes occurred between July 28, 2021 - January 28, 2022 (9 B/TFMV) 350% increase in crime No traffic collisions |
| Parthenia St. between Reseda Blvd. and Etiwanda Ave. | <ul style="list-style-type: none"> Populated by 3 RVs and 2 vehicles 4 crimes occurred between July 28, 2020 - January 28, 2021 (1 ROBB, 1 AGG, and 2 MVT) 11 crimes occurred between July 28, 2021 - January 28, 2022 (1 Rape, 1 ROBB, 4 AGG, 3 BURG, and 2 Thefts) 175 % increase in crime No traffic collisions |
| Oso Ave. between Prairie St. and 9100 Oso Ave. | <ul style="list-style-type: none"> Populated by 12 RVs 1 crime occurred between July 28, 2020 - January 28, 2021 (1 ROBB) 2 crimes occurred between July 28, 2021 - January 28, 2022 (1 ROBB and 1 BURG) 100 % increase in crime No traffic collisions |
| Prairie St. between Mason Ave. and Lurline Ave. | <ul style="list-style-type: none"> Populated by 10 RVs No crimes occurred between July 28, 2020 - January 28, 2021 1 crime occurred between July 28, 2021 - January 28, 2022 (1 ROBB) Reported crime increased from 0 to 1 No traffic collisions |

North Hollywood

North Hollywood Area identified seven RV encampments, all of which had an increase in reported crime. The five listed below were the subject of several complaints by community stakeholders.

| Location | Crime Summary and Percentages |
|---|---|
| Ethel Ave. between Sherman Way and Raymer St. | <ul style="list-style-type: none"> Populated by 2 vehicles 3 crimes occurred between July 28, 2020 - January 28, 2021 (1 AGG, 1 B/TFMV, and 1 Theft) 6 crimes occurred between July 28, 2021 - January 28, 2022 (2 AGG, 1 B/TFMV, 1 BURG, and 2 MVT) 100% increase in crime 3 traffic collisions |

| | |
|--|--|
| <p>Strathern St. and 170 Freeway Overpass</p> | <ul style="list-style-type: none"> • Populated by 2 RVs • No crime occurred between July 28, 2020 - January 28, 2021 • 1 crime occurred between July 28, 2021 - January 28, 2022 (1 AGG) • Reported crime increased from 0 to 1 • No traffic collisions |
| <p>Laurel Canyon Blvd. between Oxnard St. and Victory Bl.</p> | <ul style="list-style-type: none"> • Populated by 2 RVs and 2 vehicles • 6 crimes occurred between July 28, 2020 - January 28, 2021 (2 B/TFMV, 1 MVT, 2 ROBB, and 1 Theft) • 11 crimes occurred between July 28, 2021 - January 28, 2022 (2 B/TFMV, 3 BURG, 2 MVT, and 4 Thefts) • 83% increase in crime • 4 traffic collisions |
| <p>Chandler Blvd. between Laurel Canyon Blvd. Carpenter Ave.</p> | <ul style="list-style-type: none"> • Populated by 1 RV and 1 school bus • 2 crimes occurred between July 28, 2020 - January 28, 2021 (1 B/TFMV and 1 Theft) • 4 crimes occurred between July 28, 2021 - January 28, 2022 (3 B/TFMV and 1 MVT) • 100% increase in crime • No traffic collisions |
| <p>6903 Tujunga Ave. (near Hartland St.)</p> | <ul style="list-style-type: none"> • Populated by 3 RVs • 2 crimes occurred between July 28, 2020 - January 28, 2021 (1 BURG and 1 MVT) • 5 crimes occurred between July 28, 2021 - January 28, 2022 (1 B/TFMV, 1 MVT, and 3 Thefts) • 150% increase in crime • No traffic collisions |

Mission

Mission Area has seen an influx of RVs throughout their division; many of those vehicles have been occupied by individuals involved in illicit activities. Due to the inability to impound vehicles used as dwellings, there has been an increase in crime stemming from the RV encampments. The following are the problematic RV locations within Mission Area.

| Location | Crime Summary and Percentages |
|---------------------------------------|--|
| <p>Foothill Blvd. and Roxford St.</p> | <ul style="list-style-type: none"> • Populated by 8 RVs • 1 crime occurred between July 28, 2020 - January 28, 2021 (1 AGG) • 2 crimes occurred between July 28, 2021 - January 28, 2022 (2 MVT) • 100% increase in crime • No traffic collisions |

| | |
|--------------------------------------|--|
| <p>Lanark St. and Van Nuys Blvd.</p> | <ul style="list-style-type: none"> • Populated by 1 RV • 1 crime occurred between July 28, 2020 - January 28, 2021 (1 MVT) • 3 crimes occurred between July 28, 2021 - January 28, 2022 (2 B/TFMV and 1 MVT) • 200% increase in crime • No traffic collisions |
| <p>Saticoy St. and Woodman Ave.</p> | <ul style="list-style-type: none"> • Populated by approximately 25 RVs • 4 crimes occurred between July 28, 2020 - January 28, 2021 (1 AGG, 2 MVT, and 1 B/TFMV) • 3 crimes occurred between July 28, 2021 - January 28, 2022 (3 AGG) • 25% decrease in crime • No traffic collisions |

According to OVB, all locations have seen an uptick in crimes. Most of the RVs in the San Fernando Valley are in compliance with parking restrictions, have current registration and are inhabited. Those without current registration have been cited. All occupants of these vehicles have been offered resources through the Los Angeles Homeless Services Authority.

Conclusion

This analysis addressed 49 of the 216 RV corridors and encampments impacting the City of Los Angeles, and summarized crime occurring within or around them. The data revealed that crime numbers are oftentimes elevated along these corridors and within encampments. Unless more restrictive parking regulations are enacted which limit and control RV parking, it is reasonable to expect a Citywide expansion of RV presence. As a means of helping to minimize RV presence, consideration should be given to engaging in outreach efforts to the RV operator(s) prior to enforcement action(s) by Department personnel.

The Official Police Garages do not have the storage capacity for all potential RV's that may be subject to removal from the streets. Currently the Police Commission Executive Director and Commission Investigation Division staff are in discussion with various City entities relative to the acquisition of City owned land for the purpose of obtaining additional storage space. The storage situation is exacerbated by the limited salvage recycling facilities in the Southern California region to dispose of scrap vehicles.

Lastly, the Safe Parking Sites are an opportunity for those experiencing homelessness who use vehicles for shelters to park at a well-lit, secure facility. The program currently operates ten parking lots across the City of Los Angeles which host over 200 vehicles each night. It is recommended that the City consider significant expansion and establishment of additional Safe Parking Sites, Citywide, which can host additional oversized vehicles. Further expansion of the Safe Parking Sites would reduce the need for those experiencing homelessness to travel greater distances and minimize their uncertainty in finding available space(s) for them to park and sleep safely.

The Honorable Public Safety Committee

Page 16

11.2

If you have any questions or concerns, please contact the Evaluation and Administration Unit, Office of Operations, at (213) 486-6050.

Respectfully,

A handwritten signature in blue ink, appearing to be 'M. Moore', written over a faint circular stamp.

MICHEL R. MOORE
Chief of Police

EXHIBIT I

CALLS FOR SERVICE

For RD: 1462

Date: 01/01/2021 - 12/31/2021

| LOCATION | RD | CDATE | C TIME | DISP DATE | TIME | CALL | CALL TYPE | UNIT | CD | ARVD | DISPO | DISPO TYPE | AREA |
|---------------------------------|------|------------|--------|------------|-------|--------|---------------------|--------|----|-------|-------|-----------------------------------|------|
| LINCOLN BL / W JEFFERSON BL | 1462 | 01/03/2021 | 15:58 | 01/03/2021 | 16:03 | 5101 | CAR | 1K116 | 2 | 17:21 | OCCSV | OCFR COMPLETED CALL SUPV YES | 14 |
| CULVER BL / NICHOLSON ST | 1462 | 01/07/2021 | 09:25 | 01/07/2021 | 09:26 | 415M | MAN | 14A73 | 3 | 09:27 | ADVSN | ADVISED SUPV NO | 14 |
| CULVER BL / NICHOLSON ST | 1462 | 01/31/2021 | 11:33 | 01/31/2021 | 11:42 | 415G | GRP | 14A73 | 0 | 15:19 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| NICHOLSON ST / CULVER BL | 1462 | 02/01/2021 | 11:07 | 02/01/2021 | 11:09 | 415M | MAN | 14A13 | 3 | 11:11 | CAN | CANCEL | 14 |
| CULVER BL / NICHOLSON ST | 1462 | 02/07/2021 | 13:55 | 02/07/2021 | 13:57 | 415M | MAN | 14A45 | 3 | 14:01 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 02/12/2021 | 08:51 | 02/12/2021 | 08:52 | 415M | MAN | 14A25 | 3 | 08:55 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| CULVER BL / NICHOLSON ST | 1462 | 02/13/2021 | 16:12 | 02/13/2021 | 16:13 | 415M | MAN | 14A67 | 3 | 16:20 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 02/18/2021 | 02:11 | 02/18/2021 | 02:12 | 903Z | HAZARD | 14A45 | 2 | 02:34 | CFR | CALL TRANSFERRED | 14 |
| W JEFFERSON BL / CULVER BL | 1462 | 02/16/2021 | 18:51 | 02/16/2021 | 18:54 | 904A | AMB | 27F59 | 3 | 19:08 | OCCSN | OCFR COMPLETED CALL SUPV NO | 27 |
| CULVER BL / W JEFFERSON BL | 1462 | 02/27/2021 | 16:59 | 02/27/2021 | 17:00 | 415G | WOMAN | 14A46 | 3 | 17:04 | CAN | CANCEL | 14 |
| 1301 W JEFFERSON BL | 1462 | 03/14/2021 | 03:56 | 03/14/2021 | 04:19 | 415G | GRP | 14A13 | 0 | 05:35 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| W JEFFERSON BL / CULVER BL | 1462 | 03/14/2021 | 20:02 | 03/14/2021 | 20:03 | 415M | MAN | 14A27 | 3 | 20:07 | CAN | CANCEL | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 03/26/2021 | 21:40 | 03/26/2021 | 21:42 | 903Z | HAZARD | 14A45 | 2 | 21:48 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 03/27/2021 | 15:47 | 03/27/2021 | 16:42 | 921Z | TRESPASS SUSP | 14A76 | 0 | 17:05 | WRNSN | WARNED SUPV NO | 14 |
| W JEFFERSON BL / CULVER BL | 1462 | 04/07/2021 | 17:28 | 04/07/2021 | 17:29 | 415M8W | MAN ASSLTG WMN | 14A26 | 3 | 17:35 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| CULVER BL / NICHOLSON ST | 1462 | 04/11/2021 | 21:59 | 04/11/2021 | 22:00 | 903Z | HAZARD | 14A73 | 2 | 22:02 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 04/16/2021 | 08:58 | 04/16/2021 | 09:01 | 242A | AMB | 14A25 | 2 | 09:10 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 04/16/2021 | 17:46 | 04/16/2021 | 17:51 | 918VF | VIOLENT FEM | 14A28 | 2 | 18:10 | NMISY | NO INDICATION MENTAL ILL SUPV YES | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 04/19/2021 | 17:30 | 04/19/2021 | 17:33 | 415M | MAN | 14A76 | 0 | 17:59 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 04/21/2021 | 20:17 | 04/21/2021 | 20:18 | 415M | MAN | 14A27 | 3 | 20:18 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| W JEFFERSON BL / CULVER BL | 1462 | 04/24/2021 | 10:58 | 04/24/2021 | 12:36 | 415M | MAN | 14A58 | 0 | 12:38 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 04/26/2021 | 05:49 | 04/26/2021 | 05:52 | 904A | AMB | 14X19 | 3 | 05:58 | OCCSN | OCFR COMPLETED CALL SUPV NO | 27 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 04/28/2021 | 16:16 | 04/28/2021 | 16:18 | 928Z | ADULT | 14A67 | 2 | 16:24 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 04/30/2021 | 09:25 | 04/30/2021 | 09:24 | 415M | MAN | 14A45 | 3 | 09:30 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 04/30/2021 | 10:17 | 04/30/2021 | 10:18 | 415M | MAN | 14A45 | 3 | 10:20 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 05/05/2021 | 17:19 | 05/05/2021 | 17:20 | 245SN | SUSP NOW | 14A46 | 3 | 17:27 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| W JEFFERSON BL / CULVER BL | 1462 | 05/08/2021 | 14:27 | 05/08/2021 | 14:29 | 904A | AMB | 14A73 | 3 | 14:37 | OCC | OCFR COMPLETED CALL SUPV NO | 27 |
| CULVER BL / W JEFFERSON BL | 1462 | 05/11/2021 | 14:43 | 05/11/2021 | 14:49 | 245S | SUSP | 14A45 | 2 | 15:04 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 05/13/2021 | 17:38 | 05/13/2021 | 17:39 | 594SN | SUSP NOW | 14A46 | 2 | 19:44 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 05/20/2021 | 20:58 | 05/20/2021 | 20:58 | 242J | J/O | 14A45 | 2 | 21:52 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| W JEFFERSON BL / BLUFF CREEK DR | 1462 | 05/23/2021 | 01:25 | 05/23/2021 | 01:28 | 904A | AMB | 27F33 | 3 | 01:46 | REFSN | REFERRED SUPV NO | 27 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 05/28/2021 | 19:21 | 05/28/2021 | 19:33 | 390GV | GRP IN VEH | 14A45 | 2 | 19:56 | OCC | OCFR COMPLETED CALL SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 05/31/2021 | 17:56 | 05/31/2021 | 18:04 | 415G | GRP | 14A67 | 0 | 18:04 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| NICHOLSON ST / CULVER BL | 1462 | 06/19/2021 | 20:52 | 06/19/2021 | 20:53 | 994I | T/C | 27F31 | 2 | 20:56 | OCCSN | OCFR COMPLETED CALL SUPV NO | 27 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 06/21/2021 | 14:00 | 06/21/2021 | 14:01 | 900Q | UNKNOWN TROUBLE BUS | 14A27 | 3 | 14:04 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 06/22/2021 | 04:07 | 06/22/2021 | 04:08 | 9043 | CPI | 14A45 | 2 | 04:17 | RPT | REPORT | 27 |
| CULVER BL / W JEFFERSON BL | 1462 | 06/25/2021 | 18:22 | 06/25/2021 | 18:26 | 415MP6 | MAN POSS KNIFE | 14A11 | 2 | 18:34 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 06/27/2021 | 14:13 | 06/27/2021 | 14:18 | 921Z | TRESPASS SUSP | 14A58 | 0 | 15:26 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 07/03/2021 | 16:14 | 07/03/2021 | 16:18 | 907A2 | AMB O/D | 14A28 | 2 | 16:20 | NMISN | NO INDICATION MENTAL ILL SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 07/07/2021 | 13:31 | 07/07/2021 | 13:41 | 314M | MAN | 14A28 | 2 | 13:45 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 07/21/2021 | 18:51 | 07/21/2021 | 18:58 | 904A | AMB | 14A12 | 3 | 19:02 | OCCSN | OCFR COMPLETED CALL SUPV NO | 27 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 07/22/2021 | 12:27 | 07/22/2021 | 12:28 | 314M | MAN | 14A11 | 2 | 12:58 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 07/26/2021 | 14:44 | 07/26/2021 | 14:45 | 245SN | SUSP NOW | 14A49 | 3 | 14:50 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 07/29/2021 | 23:02 | 07/29/2021 | 23:04 | 246H | HEARD ONLY | 14A13 | 2 | 23:07 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 08/02/2021 | 22:06 | 08/02/2021 | 22:07 | 415M | MAN | 14A45 | 3 | 22:12 | CAN | CANCEL | 14 |
| NICHOLSON ST / CULVER BL | 1462 | 08/10/2021 | 19:34 | 08/10/2021 | 19:39 | 9043 | CPI | 14A12 | 2 | 19:39 | OCCSN | OCFR COMPLETED CALL SUPV NO | 27 |
| CULVER BL / NICHOLSON ST | 1462 | 08/11/2021 | 06:17 | 08/11/2021 | 06:56 | 9045 | H & R MISD | 14A45 | 0 | | CFR | CANCELLED BY PR | 14 |
| W JEFFERSON BL / CULVER BL | 1462 | 08/15/2021 | 03:09 | 08/15/2021 | 03:09 | 242DS | DOM VIOL SUSP | 14A45 | 2 | 03:20 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| CULVER BL / NICHOLSON ST | 1462 | 08/15/2021 | 14:08 | 08/15/2021 | 14:09 | 9043 | CPI | 27FL21 | 2 | 14:34 | ADVSN | ADVISED SUPV NO | 27 |
| CULVER BL / W JEFFERSON BL | 1462 | 08/16/2021 | 07:22 | 08/16/2021 | 07:28 | 9043 | CPI | 27FL29 | 2 | 07:46 | RPTSN | REPORT SUPV NO | 27 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 08/17/2021 | 13:04 | 08/17/2021 | 13:06 | 415M8W | MAN ASSLTG WMN | 14A45 | 3 | 13:10 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| W JEFFERSON BL / CULVER BL | 1462 | 08/18/2021 | 05:50 | 08/18/2021 | 05:54 | 245AF | AMB SHOTS FIRED | 14A45 | 3 | | OCCSV | OCFR COMPLETED CALL SUPV YES | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 08/18/2021 | 05:48 | 08/18/2021 | 05:54 | 246H | HEARD ONLY | 14A45 | 2 | | OCCSV | OCFR COMPLETED CALL SUPV YES | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 08/19/2021 | 23:03 | 08/20/2021 | 00:01 | 620M | MAN/WMN | 14A69 | 0 | 00:41 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 08/20/2021 | 17:01 | 08/20/2021 | 17:02 | 415M | MAN | 14A12 | 3 | 17:10 | HOMSN | HOLD MENTAL ILLNESS SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 08/22/2021 | 14:30 | 08/22/2021 | 14:35 | 447PS | POSS SUSP | 14A45 | 2 | 14:39 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 08/24/2021 | 11:10 | 08/24/2021 | 11:12 | 415M | MAN | 14Z1 | 3 | 11:19 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 08/24/2021 | 11:16 | 08/24/2021 | 11:16 | 415M | MAN | 14Z1 | 3 | 11:19 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| CULVER BL / NICHOLSON ST | 1462 | 08/30/2021 | 00:08 | 08/30/2021 | 00:12 | 903Z | HAZARD | 14A45 | 2 | 00:57 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 08/31/2021 | 04:58 | 08/31/2021 | 04:59 | 907A2 | AMB O/D | 14A45 | 2 | 05:10 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| CULVER BL / NICHOLSON ST | 1462 | 09/05/2021 | 14:15 | 09/05/2021 | 14:18 | 447S | SUSP | 14A28 | 3 | 14:29 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 09/08/2021 | 20:49 | 09/08/2021 | 20:52 | 904A | AMB | 27F35 | 3 | 21:11 | GOASN | GONE ON ARRIVAL SUPV NO | 27 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 09/10/2021 | 08:59 | 09/10/2021 | 09:00 | 415W | WOMAN | 14A67 | 3 | 09:00 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 09/16/2021 | 07:15 | 09/16/2021 | 07:16 | 415W | WOMAN | 14A73 | 2 | 07:20 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 09/18/2021 | 07:10 | 09/18/2021 | 07:11 | 415W | WOMAN | 14A45 | 0 | 07:54 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 09/18/2021 | 19:25 | 09/18/2021 | 19:26 | 415M | MAN | 14A45 | 3 | 19:36 | GOASN | GONE ON ARRIVAL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 09/23/2021 | 08:44 | 09/23/2021 | 08:49 | 415M | MAN | 14A25 | 2 | 08:53 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| CULVER BL / W JEFFERSON BL | 1462 | 09/24/2021 | 06:55 | 09/24/2021 | 06:58 | 415M | MAN | 14A45 | 2 | 07:27 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 09/25/2021 | 23:30 | 09/25/2021 | 23:49 | 921Z | COMPLAINT | 14A45 | 0 | 01:00 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 09/27/2021 | 15:20 | 09/27/2021 | 15:30 | 903Z | HAZARD | 14A58 | 2 | 16:00 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| W JEFFERSON BL / LINCOLN BL | 1462 | 09/27/2021 | 19:39 | 09/27/2021 | 19:50 | 9043 | CPI | 27Q15 | 2 | 19:54 | CORSS | CORS SUPERVISOR NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 10/08/2021 | 18:56 | 10/08/2021 | 19:02 | 415M | MAN | 14X16 | 3 | 19:02 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| W JEFFERSON BL / CULVER BL | 1462 | 10/09/2021 | 21:55 | 10/09/2021 | 21:56 | 503PS | POSS GTA SUSP | 14A45 | 2 | 22:16 | OCCSN | OCFR COMPLETED CALL SUPV NO | 14 |
| LINCOLN BL / W JEFFERSON BL | 1462 | 10/14/2021 | 16:13 | 10/14/2021 | 16:28 | 903Z | HAZARD | 14A56 | 2 | 17:31 | OCCSN | OCFR COMPLETED CALL SUPV NO | |

EXHIBIT J

[Crime & Safety](#)

Investigators Reveal Likely Cause Of Fire At Ballona Wetlands

Los Angeles Fire Department released a report detailing what likely caused the brush fire at the Ballona Wetlands last month.



Nicole Charky, Patch Staff

Posted Tue, Apr 6, 2021 at 10:27 am PT Updated Tue, Apr 6, 2021 at 2:55 pm PT

Reply



Los Angeles Fire Department investigators shared more information about the likely cause of the brush fire at the Ballona Wetlands March 23. (Nicole Charky/Patch)

PLAYA DEL REY, CA — Los Angeles Fire Department revealed more information Tuesday about the [heavy brush fire](#) that burned five acres at the Ballona Wetlands near the Playa del Rey oil field last month.

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[SEE ALSO: Homeless Crisis: Bonin To Address Neighbors On Proposed Shelters](#)

It took nearly two hours and 54 firefighters to stop the brush fire March 23 at 5701 Lincoln Blvd., near Bluff Creek Drive, fire officials said. No injuries were reported and no structures were damaged. Ground crews worked with water-dropping helicopters to hit the pockets of fire along the limited access area.

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Let's go!

The department released its final report Tuesday describing what investigators assessed at the burn area. And although the cause of the fire was not determined, it appears it was likely caused near a [homeless encampment area](#), fire officials said.

"This fire took place inside the Ballona Wetlands at the intersection of Lincoln and Jefferson," according to the Los Angeles Fire Department. "The cause appeared to be homeless encampment in the area of origin. Started at half acre and spread to five acres. Medium brush and light grass."

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A homeless encampment lines the areas surrounding the Ballona Wetlands near Jefferson and Culver boulevards, where trash and debris is left near the ecological reserve. Residents have long complained about trash at the location and expressed safety concerns over recent fires in the area.

Ballona Wetlands

RVs, a school bus and other cars line the area outside the Ballona Wetlands. (Nicole Charky/Patch)

A string of recent fires along the [boardwalk in Venice](#), in [alleys and behind homes](#), at Penmar Golf Course, and most recently at the [Ballona Wetlands](#), has led residents to ask leaders for help.

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Westchester resident Lily Laykin told Patch how the area has changed and how trash, debris left in the area has led to recent fires, including the brush fire last month.

"Our city leaders need to do something about it," Laykin said.

Los Angeles Councilmember Mike Bonin has proposed multiple new homeless shelter and RV parking sites, including one at nearby Dockweiler Beach.

"We are assessing potential temporary sites for single occupancy "tiny homes" or for "safe camping" at county-owned beach lots at Will Rogers Beach in Pacific Palisades, at Dockweiler Beach in Playa Del Rey, next to Fisherman's Village in Marina Del Rey, and at a vacant and privately owned lot in Del Rey," Bonin said in a statement.

SEE MORE:

- [Homeless Shelters Proposed Across The Westside](#)
- [Is It Time To Shut Down The Playa Del Rey Oil Storage Facility?](#)
- [The Battle Over Protecting Ballona Wetlands — And If They Need It](#)

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FEATURED

LAFD reponds to RV Fire at Ballona Wetlands

Jun 30, 2022



PLAYA DEL REY -The Los Angeles Fire Department responded to an RV fire at the Ballona Wetlands Wednesday night.

A call came in at 8:54 p.m. at 137000 Jefferson Boulevard for the vehicle fire.

Crews were able to put the fire out almost immediately.

This is the second fire in the area in less than a month. On June 18, a brushfire consumed more than three acres of vegetation after a vehicle fire was unable to be contained in time.



VENICE, CA
9AM - 9PM DAILY

ARBOR 

Last year two fires destroyed parts of the wetlands. In September of 2021, a fire burned half and acre of land and March of 2021, a fire that, according to firefighters, may well have been started by someone in one of the encampments, burned five acres of the wetlands.

The Ballona Wetlands Ecological Reserve is a protected area of 577 acres. It is the second-largest open space within the city limits of Los Angeles, behind Griffith Park.

More than 50 RVs remain parked in the area even though parking enforcement of vehicle dwellings was supposed to resume immediately on May 15 for oversized vehicles that pose an environmental or public health hazard, including those that have been present a threat to environmentally sensitive habitats.

EXHIBIT K



John Ly <johnkly@gmail.com>

ANOTHER VEHICLE FIRE @ WETLANDS NEAR GAS PLANT

Lucy Han <lucy@fotj.org> Tue, Sep 27, 2022 at 12:32 PM
To: "ericeoban@gmail.com" <ericeoban@gmail.com>, "cliban@hotmail.com" <cliban@hotmail.com>, "johnkly@gmail.com" <johnkly@gmail.com>, "jly@lianglyllp.com" <jly@lianglyllp.com>, "dearestdonna@yahoo.com" <dearestdonna@yahoo.com>, "sheilatejada@gmail.com" <sheilatejada@gmail.com>, "jazminortega1@gmail.com" <jazminortega1@gmail.com>, "stejada@usc.edu" <stejada@usc.edu>
Cc: "connie.llanos@lacity.org" <connie.llanos@lacity.org>, Brian Hale <brian.hale@lacity.org>, Dean Zipperman <dean.zipperman@lacity.org>, Greg Good <ggood70@gmail.com>, "ed.pert@wildlife.ca.gov" <ed.pert@wildlife.ca.gov>, Brody <richard.brody@wildlife.ca.gov>, Jim Burton <jburton@ecokai.com>, Edith Read <marshmistress@msn.com>, Scott Culbertson <scott@ballonafriends.org>, "michel.moore@lapd.online" <michel.moore@lapd.online>, "36452@lapd.online" <36452@lapd.online>, Paul Calderon <32927@lapd.online>, "oo_dhc@lapd.online" <oo_dhc@lapd.online>, Steven Embrich <30993@lapd.online>, "36047@lapd.online" <36047@lapd.online>, "35080@lapd.online" <35080@lapd.online>, "gita.oneill@lacity.org" <gita.oneill@lacity.org>, "mike.nagle@lacity.org" <mike.nagle@lacity.org>, "matt.szabo@lacity.org" <matt.szabo@lacity.org>, Patricia Huber <patty.huber@lacity.org>, "brian.buchner@lacity.org" <brian.buchner@lacity.org>, "barbara.romero@lacity.org" <barbara.romero@lacity.org>, Howard Wong <howard.wong@lacity.org>, Jan Haagen <jan@fotj.org>, Paula Gerez <paulagerez@gmail.com>, Julie Ross <cigardenia@aol.com>, Garrett Smith <Garrettsmith@ca.rr.com>, John Logsdon <johnlogsdon.ncwp@gmail.com>

Hello DOT Commissioners,

Yesterday (9/26/22), there was another fire @ the Wetlands near the gas plant. The other City departments do not have the political will to do anything. Please help us.

Could you please enforce parking restrictions for this area?

Our area is very susceptible to wildfires caused by the vehicle dwellers. A wildfire could ignite a gas tank that is within 1000ft from this dwelling, endangering all neighboring residents. We need the protection of the existing "No Parking Anytime" signs to ensure the dwellers do not park here.

The community would appreciate any help you can offer.

Lucy Han
310-292-1225





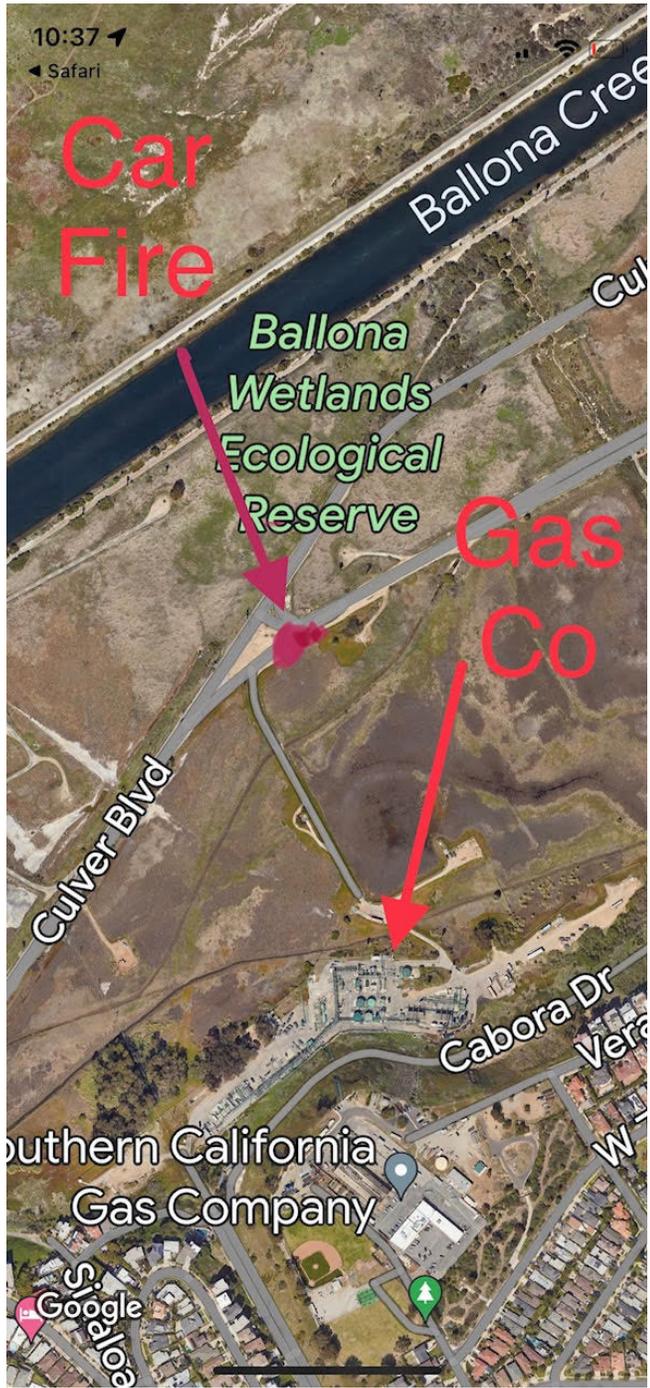


EXHIBIT L



BUSINESS

The next Aliso Canyon could happen on L.A.'s Westside



A hub for Southern California Gas Co. infrastructure at the company's storage facility in Playa del Rey, with the Ballona

Wetlands in the background. (Mel Melcon / Los Angeles Times)

BY SAMMY ROTH | STAFF WRITER

APRIL 7, 2021 **UPDATED** 12:54 PM PT



The sludgy geyser of gas, water and mud startled residents of Marina del Rey.

The hissing plume reached 100 feet into the air, the product of a hotel developer's failed attempt to re-plug a long-abandoned well from the Playa del Rey oil field.

[Video](#) of the gusher showed a worker hurrying to lower himself to safety via escape rope.

The 2019 blowout was stemmed after 10 minutes but not before an estimated 100,000 cubic feet of powerful planet-warming natural gas escaped into the atmosphere, about what an average U.S. household would use in two years.

The [geyser](#) most likely spewed from a naturally occurring underground gas pocket, state officials [concluded](#). But for Angelenos, it was a dramatic reminder of the legacy of fossil fuel extraction on the city's Westside — a legacy [felt to this day](#).

It's been 80 years since the Playa del Rey field reached its zenith as an oil producer,

and nearly as long since Southern California Gas Co., now the country's largest gas utility, began storing a different fossil fuel there. The company pumps gas into a sandstone formation thousands of feet below ground when demand is low, then sucks it back out when demand is high, sending the fuel to power plants for electricity generation and homes and businesses for heating and cooking.

It's the same type of operation as Aliso Canyon, another SoCalGas storage field that suffered a record-breaking leak in October 2015, sickening residents of L.A.'s Porter Ranch neighborhood and forcing thousands of people to evacuate.



PAID CONTENT

Yes on 30 [↗](#)

By Yes on 30

This is a Crisis

The Playa del Rey facility is significantly smaller than Aliso. But by some measures, it poses a far greater threat.

Many more people live within a few miles of Playa than Aliso, meaning the health and economic consequences of a major blowout could be worse. The Westside storage field has older wells. And like Aliso, it has a long history of leaks.

SoCalGas insists both facilities are safe and critical to meeting local energy needs — especially on cold winter days when Angelenos turn up their thermostats and on hot summer days when gas plants generate electricity for air conditioners.

“The Playa del Rey storage facility supports the integration of renewable energy like solar and wind during unfavorable weather conditions, keeps customer bills affordable by allowing our region to buy and store natural gas when prices are low, and promotes a diverse energy mix,” SoCalGas spokesperson Christine Detz said in a written statement to The Times.

Those claims haven’t convinced environmental activist Marcia Hanscom, a leader of the campaign to close the storage field.

Hanscom lives in Playa del Rey and is intimately familiar with the neighborhoods surrounding the SoCalGas facility, from working-class Westchester to the upscale Playa Vista community. Los Angeles International Airport is a mile from the gas field.





Robert van de Hoek, president of the Ballona Institute, leads a tour near the Playa del Rey gas storage field, accompanied by Marcia Hanscom, the institute's executive director, left. Behind them, across Ballona Creek, a gas pipeline runs under the water. (Mel Melcon / Los Angeles Times)

The gas storage field also lies directly beneath Los Angeles County's largest remaining coastal wetlands, the Ballona Wetlands. Gas pipelines cross underneath Ballona Creek, which is parallel to the newly completed [Park to Playa trail](#).

For Hanscom, protecting those communities is more than enough reason to shut down the facility.

“The bottom line is, we need to stop injecting gas into this field,” she said. “It’s just too dangerous.”

There’s growing support for that idea among elected officials. Los Angeles City Council unanimously approved a [resolution](#) from Councilperson Mike Bonin on Wednesday calling for the state to close the facility. Culver City Council [approved](#) a similar resolution. The L.A. County Board of Supervisors [asked](#) Gov. Gavin Newsom last year to study the feasibility of closing the storage field.

In a recent interview, L.A. Mayor Eric Garcetti expressed support for the activists

campaigning to shut down Playa del Rey.

“I’d like to see that happen as quickly as scientifically supportable,” Garcetti said. “I think over time, those campaigns are just, and they’re right on about where we need to be, and also will help those lands be better preserved.”

Clean energy activists across the country are [pushing cities and states to phase out natural gas](#), meeting [intense opposition from gas utilities](#). The fuel burns more cleanly than coal but is still a significant contributor to the climate crisis.



BUSINESS

How far will Biden go to fix the climate crisis? Pay attention to this gas project

Feb. 24, 2021

In Southern California, the campaign against gas kicked into high gear following the [Aliso Canyon blowout](#), which took SoCalGas four months to get under control. The San Fernando Valley facility spewed 109,000 tons of methane into the atmosphere.

Playa del Rey has less than 3% of the gas storage capacity of Aliso.

But 45,000 people live within a mile of Playa del Rey, compared with just 6,500 within a mile of Aliso, according to a [2018 report](#) from the California Council on Science and Technology, a nonprofit research organization established by state lawmakers.

Expand the boundary to five miles and almost half a million people live near the Westside gas field, more than twice as many as those who live near Aliso. And nearly 4,000 people live directly above the Playa del Rey field, compared with just 25 directly above Aliso.





Pipelines rest against a bluff at SoCalGas' Playa del Rey gas storage field. (Mel Melcon / Los Angeles Times)

The council's report noted that Playa del Rey had the oldest active wells of any California gas storage field, with a median drill date of 1935. It said the facility has a "record of [unplanned releases], is near a large population center, features [tsunami](#) and wildfire threats, and has a relatively small gas storage capacity."

The gas field should be studied for potential closure, the council [concluded](#).

SoCalGas and its parent company, Sempra Energy of San Diego, have every incentive to stop that from happening.

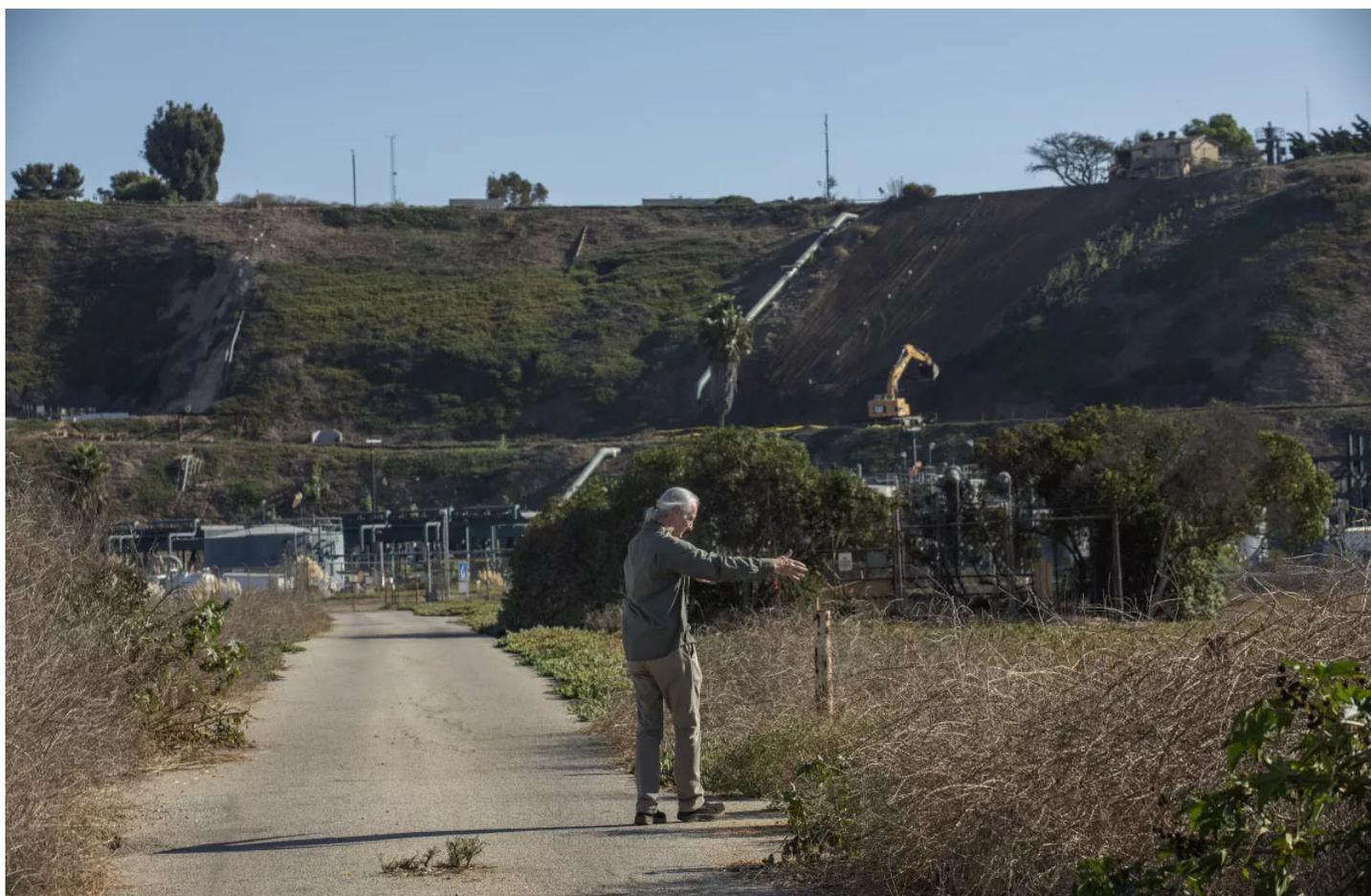
Sempra noted in a recent [financial filing](#) that public scrutiny of gas storage poses a risk to its business, citing lawmakers and activists who "have expressed a desire to further limit or eliminate reliance on natural gas." The Fortune 500 company didn't mention Playa del Rey specifically. But it warned that any "significant impairment" of Aliso Canyon — which activists also hope to see closed — could hurt its bottom line.

SoCalGas didn't make any executives available for an interview. But company officials have described their [four storage fields](#) as among the safest in the country.

"Aliso Canyon is an event that we regret, but I think one of the outgrowths of Aliso Canyon is that it was an industry-changing event," SoCalGas President Maryam Brown told the Rotary Club of Pasadena last week. "We worked very closely with our state as well as federal regulators to redesign Aliso Canyon, as well as our other storage facilities, to make them state of the art."

Brown also cited the heat wave California experienced in August — which led to [brief rolling blackouts](#) as electricity demand outstripped supply on two consecutive evenings — as an example of why Los Angeles needs local gas storage.

“There was a very significant need for draw from storage to be able to ensure the reliability that we had,” she said.



Robert van de Hoek, president of the Ballona Institute, points out SoCalGas storage infrastructure within the Ballona Wetlands ecological reserve. (Mel Melcon / Los Angeles Times)

The gas company has been pressing those points on elected officials. In a [letter](#) to L.A. City Council members last month, Paul Goldstein, the utility’s vice president for transmission and storage, wrote that local power plants “were using far more gas than was being delivered through interstate pipelines” during the August heat wave. In a [letter](#) to a Culver City official in December, he wrote that the rolling blackouts “would have been much worse” without facilities such as Playa del Rey.

Those claims haven't convinced climate activists, who want California to limit reliance on gas by switching to solar, wind and other clean energy sources. The Los Angeles Department of Water and Power released a study last month concluding the city can achieve [98% clean power by 2030 and 100% by 2035](#), with minimal economic disruption and no greater risk of blackouts.



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Activists also point to a [growing body of scientific research](#) showing serious health risks from living near oil and gas infrastructure.

A [2019 study](#) from Harvard University singled out Playa del Rey as especially risky. The researchers examined gas storage fields across six states, from California to New York, to better understand the potential health consequences of leaks. Of the more than 9,000 wells they studied, the one with the most nearby homes was at Playa del Rey. It had 150 homes within 200 meters.

That well has since been plugged. But others close to houses, schools and at least one church are still active.

Playa del Rey “jumps off the page,” said Drew Michanowicz, the study’s lead author.

“If something like Aliso Canyon were to happen there, it really could be quite tragic,” he said.



Amanda Pantoja, 23, center, chants during a protest calling for the closure of the Playa del Rey gas storage field on Feb. 14, 2020. (Gabiella Angotti-Jones / Los Angeles Times)

‘God put it here, and that’s it’

Concerns over SoCalGas’s presence in Playa del Rey are not new.

Thirty-one years ago, [The Times reported](#) that residents of the neighborhoods that had cropped up around the storage field since World War II — when gas was first pumped underground — regularly complained about odors and leaks. A SoCalGas official said at the time that the company could not move the facility because of its use of a naturally occurring underground oil field.

“God put it here, and that’s it. So we’ve got to live with the neighbors,” the official said.

The neighbors have had a lot to put up with.

A [2005 study](#) found that gas “has been leaking along old wellbores for a number of years,” according to the California Council on Science and Technology. The council [called it](#) “a documented case of storage gas impacting a groundwater aquifer.”



CLIMATE & ENVIRONMENT

California ditched coal. The gas company is worried it's next

Oct. 22, 2019

Two years later, SoCalGas was sued by the Environmental Law Foundation, which [alleged](#) the company had “contaminated or threaten(ed) to contaminate” groundwater with cancer-causing chemicals by failing to contain the spread of its gas at Playa del Rey. SoCalGas settled the case, agreeing to increase monitoring and pay the foundation nearly \$1 million in legal fees.

Attorney Jim Wheaton, who led the foundation at the time, remembers his staff scientist visiting the facility and telling him, “OMG. There’s natural gas coming to the surface. You can see it bubbling” in the marina and Ballona Creek.

In a [settlement](#) with the Grassroots Coalition in 2007, SoCalGas agreed to reduce emissions from Playa del Rey and make public more information about the chemical contents of its gas. That followed concerns raised by nearby residents that leaks or intentional venting could be poisoning the neighborhood’s air and soil.





Robert van de Hoek, president of the Ballona Institute, shows a fellow activist a SoCalGas well called Blackline 1 in the Playa del Rey neighborhood. The well is used for water removal and sits within 200 meters of 107 homes, according to a Harvard study. (Mel Melcon / Los Angeles Times)

In March 2011, the state's oil and gas regulator [ordered](#) SoCalGas to stop injecting gas at Playa del Rey for four months after problems were detected at several wells.

In January 2013, a gas explosion at the facility sent up a [massive plume of flames](#) that could be seen for miles.

The bluffs overlooking the Ballona Wetlands offer stunning views of the Westside, although it's not hard to spot the gas well pads and compressor station just down the hill.

There are also several wells hidden in the neighborhood atop the bluffs, including two on otherwise empty lots surrounded by houses and partially hidden by trees. One has 107 homes within 200 meters, according to the Harvard study. Two more wells are located just beyond the outfield fence of a [youth baseball field](#) on SoCalGas property.

In Marina del Rey, there's a well on a traffic island at the south end of Fiji Way, near Fisherman's Village.

Anne Kirkpatrick has lived in the marina for nearly 30 years, down the block from the 2019 well blowout. Before that incident, she said, she had no idea she was living on top of an old oil field. She wants to see the SoCalGas facility shut down.

“People are concerned about their utility bills going up. I’d rather have a little bit higher of a utility bill than cancer,” she said.



A gas pipeline that's part of SoCalGas' Playa del Rey storage facility snakes underneath Ballona Creek. (Mel Melcon / Los Angeles Times)

SoCalGas says its storage field poses no threat to Angelenos and has gotten safer since the Aliso Canyon leak.

In a recent [presentation](#), John Thompson, the utility's storage reservoir engineering manager, pointed to several improvements at Playa del Rey, including daily inspections, continuous methane monitoring and new steel inner tubing in every

active well.

Thompson said the facility is crucial not only for sending gas to homes but for supplying industrial gas users. Playa del Rey serves several gas-fired power plants and oil refineries, including Chevron's El Segundo refinery, [the West Coast's second largest](#).

"The facility may be small, but its location is very critical," Thompson told Santa Monica's environmental task force.

The gas company says its infrastructure can be repurposed to help fight climate change, with cleaner fuels subbing in for fossil gas. Clean energy activists are skeptical — renewable gas supplies [will probably be relatively limited](#), and renewable hydrogen is [largely unproven](#) — but SoCalGas has used that argument to bolster its case for keeping gas storage fields open.

The company said last month it will aim for net-zero carbon emissions by 2045. Chief Executive Scott Drury [wrote](#) that California “can reach our climate goals and deliver reliable and affordable energy by accelerating the decarbonization of the gas system.”

SoCalGas has also [highlighted](#) its plans to remove more than a dozen wells that puncture the Ballona Wetlands Ecological Reserve. Work began last year, with construction crews beginning to remove the Vidor 5 observation well just off Culver Boulevard.



Construction crews use heavy machinery to help remove the Vidor 5 well, which is part of SoCalGas' Playa del Rey storage field, at the Ballona Wetlands on Sept. 15, 2020. (Genaro Molina / Los Angeles Times)

But the well removals have faced pushback from critics including Hanscom, who oppose the gas company’s plan to drill several new wells from its own property that would extend under the wetlands. The more money SoCalGas spends on new infrastructure at Playa, their thinking goes, the more reason it will have to fight for

the facility's continued operation long into the future.

“This is not the type of infrastructure that we should be investing more into,” Nancy Barba, who works for an energy efficiency company and serves on Culver City’s planning commission, said at a recent city council meeting.

Even some environmentalists who support the well removals say SoCalGas needs to go. Santa Monica-based Heal the Bay endorsed calls to shut down the Playa del Rey field last year, the same day it said it would [stop accepting SoCalGas funding](#).

“I’m lumping them with oil companies now. The damage they do is just too great,” said Shelley Luce, the group’s chief executive.



Shelley Luce, chief executive of Heal the Bay, looks out over the Ballona Wetlands from Shore Cliff Park. (Josie Norris / Los Angeles Times)

Taking California's foot off the gas

Bonin, the L.A. City Council member, worries that a blowout at Playa del Rey similar to the one at Aliso Canyon could force the evacuation of hundreds of thousands of people and the temporary shutdown of LAX. He [wrote](#) to Newsom in May 2019, urging the governor to order a cost-benefit analysis evaluating closure of the Westside gas field. Two years later, that hasn't happened.

“SoCalGas, they’re a great player in the community. They support a lot of great causes and organizations, everything from youth sports to community cleanups,” Bonin said in an interview. “But I don’t want to get that alert on my iPhone about a disaster, and have people’s life and safety imperiled and not have tried to do something about it in advance.”

“The climate crisis is getting exponentially worse in front of our eyes. And we know that the end of fossil fuels has to come,” he added. “So between the public safety risk and the fact that we have to get off fossil fuels, let’s just get moving.”

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Shutting down gas storage fields is easier said than done in a state that relies on the fuel for one-third of its electricity and most of its space and hot water heating. And critics say Newsom and his appointees have done little to lessen the state’s reliance on gas.

The California Energy Commission is set to allow new homes to be built with gas

appliances [through at least 2025](#). The state water board [extended the shutdown deadline](#) for four gas-fired power plants last year out of fear of power outages.

Newsom took several big steps on climate last fall, ordering an end to the sale of gasoline-powered cars by 2035 and calling for lawmakers to ban fracking. But his [climate package](#) didn't include anything to wean homes off gas heating and cooking.

“There’s a lot more work that needs to be done, and a lot more leadership that needs to be shown by Newsom,” said Alexandra Nagy, California director of Food & Water Watch, one of the groups campaigning to shut down the Playa del Rey gas field.



Los Angeles County Supervisor Holly Mitchell, then a state senator, speaks at a protest calling for the shutdown of the Playa del Rey gas storage field on Feb. 14, 2020. Mitchell supports a “just transition” for the facility’s closure, she told The Times in a written statement. (Gabriella Angotti-Jones / Los Angeles Times)

Newsom did tell the Public Utilities Commission to [hurry its study](#) of the feasibility of

shutting down Aliso Canyon. But in the meantime, the commission may [raise the cap](#) on how much gas can be stored at Aliso, which has been limited since the methane leak to protect public health. A [modeling report](#) released by the agency in January assumes peak winter gas demand will fall by just 3% over the next decade — and peak summer demand will rise by nearly 5%.

“There are reliability risks to keeping Aliso Canyon inventory low,” commission spokesperson Terrie Prosper said in a written statement.

Asked for Newsom’s position on Playa del Rey, spokesperson Erin Mellon didn’t answer directly. She said his administration is “working to get to a carbon-neutral economy by 2045 and believes the need for natural gas storage may look very different in that future.”



CLIMATE & ENVIRONMENT

Gavin Newsom just promised ‘giant leaps forward’ on climate. Will he follow through?

Sept. 17, 2020

Newsom [visited](#) the Ballona Wetlands while running for governor, less than a year before the gas geyser that sent a worker scrambling for safety. Two Marriott hotels are now taking reservations at the site. There’s no sign the blowout happened.

There is a small wetland park, which L.A. County required the hotel developer to help fund. It’s a reminder of the ecosystems that were lost when Playa Vista was built, Ballona Creek was encased in concrete and the landscape was shot through with oil wells.

Activists hope that the fossil fuel infrastructure, at least, can become the stuff of history.



The Ballona Wetlands as seen from Shore Cliff Park. (Josie Norris / Los Angeles Times)

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CLIMATE & ENVIRONMENT



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Sammy Roth

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Sammy Roth covers energy for the Los Angeles Times and writes the weekly Boiling Point newsletter. He previously reported for the Desert Sun in Palm Springs. He grew up in Westwood and would very much like to see the Dodgers win the World Series again.



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EXHIBIT M

John Ly

From: Eric Eisenberg <ericeoban@gmail.com>
Sent: Tuesday, August 16, 2022 1:52 PM
To: John Ly; John Ly; cris b. liban
Subject: Fwd: Los Feliz RV Camper habitats

----- Forwarded message -----

From: Hollywoodland Homeowners Association <HHA@hollywoodland.org>
Date: Tue, Aug 16, 2022 at 1:49 PM
Subject: RE: Los Feliz RV Camper habitats
To: <ericeoban@gmail.com>
CC: <ealovins@yahoo.com>



HOLLYWOODLAND HOMEOWNE

ESTABLISHED 1942

Dear President Eisenberg and fellow Transportation Commissioners:

Hollywoodland Homeowners represents 580 single family homes in the Hollywood Hills. We are adjacent to Franklin and Los Feliz homes to the east and the Hollywood Freeway and Valley to the west.

RV Camper habitats have been a problem affecting our safety and quality of life when we traverse through our city.

There are distinct groups of RV camper habitats directly affecting us: the Cahuenga Pass-Hollywood and the Los Feliz (Franklin, Riverside). Seeing these Camper habitats is a negative.

They are messy, out of character for a world class city, absorb limited parking, litter streets with trash, produce unsanitary organic materials from human waste, litter and drug paraphernalia. They are also a mecca for unacceptable bad behavior.

It is my understanding that many of these camper habitats are controlled, owned and operated by the drug cartels and gangs.

These owners in turn rent the living space to homeless or low income people who do not want shelters with curfew, liquor, drug restrictions (required in any government sponsored housing facilities).

The inhabitants do bidding/ tasks for the overseers/ owners of the campers. Any non-compliance of their bidding can result in destruction/ burning of the camper. The owners then make an insurance claim. This appears to be an organized effort of scamming the system. Who suffers? The good law abiding citizens and the visual image of Los Angeles.

We urge you to thoroughly investigate these camper habitats through state DMV and Insurance departments. Restrictions must be in place to prohibit parking of these type of vehicles on public streets in order to restore faith in government for the good law abiding citizens.

Sincerely,
Christine O'Brien
Hollywoodland Homeowners Association

--
Eric Eisenberg
President
The Renaissance Group
310.308.3122
San Pedro, CA

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Steven MacCarthy
1758 North Berendo Street
Los Angeles, Ca 90027

August 15, 2022

President Eric Eisenberg
Transportation Commission
City of Los Angeles

Re: Los Feliz RV Crisis

Dear President Eisenberg,

We would like to extend our thanks to you for addressing the current RV crisis in the city of Los Angeles and in our Los Feliz neighborhood. My wife and I have lived in Los Feliz for 36 years and never previously witnessed anything approaching the filth and degradation associated with the dilapidated RVs on our streets.

This gradual proliferation of RVs has been going in Los Feliz for approximately two years. It is a situation that is clearly out of control. The owner of many of these vehicles – Dragan Jellich – is taking advantage of the lack of good order to enrich himself and pollute our streets.

Allow me to address this situation from a *Public Health* point of view. In normal circumstances, RVs driven by vacationers stop at Trailer Parks, Camp Grounds and other designated areas where there are “hook-ups” for human waste etc. In contrast – it has been commonly observed that the occupants of the RVs on our streets dump their waste in the gutter which creates noxious odors and a virtual Petri dish of microbiological growth for a number of diseases.

As you may be aware – Los Angeles has the dubious distinction of being once again ranked Number Two on Orkin’s “Rattiest Cities in America” survey. That is twice in the last three years. Rats will eat garbage, fecal matter and our City is overrun with them. Allowing these RV’s to feed this problem by the way they discard waste compounds the situation. We are ignoring basic sanitation and tempting fate. Los Angeles already had an outbreak of Typhus two years ago. Fleas bite infected rats and then bite humans. This is real. It is why we need an Emergency Ordinance to prohibit all RVs from parking in front of our homes, schools, parks and environmentally sensitive areas. They must be directed to a controlled area where provisions for sanitation exist.

Consider that one of these RVs burned to the ground on Franklin Avenue near our residence in the last year. How are we to have peace of mind when these uninspected, unregulated dwellings move about freely with no safety checks and are liable to cause a fire to homes, cars, utility poles and transmission lines without warning?



Photo – Burned out RV on Franklin Avenue

In addition to the above – these RVs block the view of drivers trying to pull out of their driveways; have crowded narrow streets such as Finley; and it is known that some have been involved in drug sales. They epitomize the term “Public Nuisance.”

For the above reasons we urge you to restore sanity to our streets through sensible regulation to bring an out of control situation to order.

Sincerely,

Steve MacCarthy
1758 North Berendo Street
Los Angeles, Ca 90027



M Gmail

🔍 los felix

1

Mail

Fwd: For report: CD4 asked for relaxed parking enforcement encampments Inbox x

Chat

Spaces



Eric Eisenberg

to me, John, cris

Meet

Gentleman,

Sorry, I missed the meeting, I was traveling between stat

Regards,

Eric

----- Forwarded message -----

From: **Elizabeth Lovins** <ealovins@yahoo.com>

Date: Fri, Sep 9, 2022 at 3:02 PM

Subject: For report: CD4 asked for relaxed parking enforcement + system reporting issue for all rv/

To: Eric Eisenberg <ericeoban@gmail.com>

Hi Eric,

Thank you again for the great meeting yesterday! I was thr

First, I've done some digging because I wanted to know who mobile encampments. Even when there are posted signs, CD4 v I understand:



M Gmail

🔍 los felix

1

Mail

Fwd: Los Feliz and Riverside hazardous rv

Inbox x

Chat



Eric Eisenberg

to John, me, cris

Spaces

Meet

----- Forwarded message -----

From: **Elizabeth Lovins** <ealovins@yahoo.com>

Date: Wed, Aug 24, 2022 at 9:04 PM

Subject: Los Feliz and Riverside hazardous rv

To: Eric Eisenberg <ericeoban@gmail.com>

FYI-

One of my block captains sent me these pictures this evening from Sunday morning, August 21st.

CD4 has refused to clear dangerous rvs from Riverside Muholland Bridgehome park area.

This rv person apparently was high on drugs, crashed into CD4 Raman's new bike lane barriers ar

This vehicle has no plates and would not pass a basic safety inspection. Cyclists can't use these la
hazardous.



Gmail

los felix

1

Mail

Fwd: Cahuenga Pass - Hollywood - Los Feliz RV Encampment

Chat

**Eric Eisenberg**

to me, cris

Spaces

Meet

----- Forwarded message -----

From: **Tony Villanueva** <vtonythetiger@gmail.com>

Date: Mon, Aug 15, 2022 at 3:08 PM

Subject: Cahuenga Pass - Hollywood - Los Feliz RV Encampment Crisis

To: <ericeoban@gmail.com>Cc: Elizabeth Lovins <ealovins@yahoo.com>

Dear President Eisenberg,

Thank You for addressing the current RV crisis in the city and in my Hollywood neighborhood. In February of 2022 I came home from a job out of town to find an RV encampment had been moved were approximately 8 RV's that were contained.

I just returned from a job out of town this week. What I came home to is horrifying. The encampment most of which also don't appear to be in operating condition. There are now piles of furniture on top added tarps for additional outdoor space and graded the hillside along the 101 freeway to accomm

The amount of garbage and trash has escalated. The graffiti - of which I paint over myself has become an ordinance to redirect, remove, and prohibit all RV's from parking in front of our homes, schools, parks and encampments be contained in Safe Lots where they can be monitored and have trash collection re



M Gmail

Q los felix

1

Mail

Fwd: Cahuenga Blvd RV Encampments, Tents near Hollyw

Chat



Eric Eisenberg

to me, John, cris

Spaces

Meet

----- Forwarded message -----

From: **Sheila Irani** <sheilairani@gmail.com>

Date: Sat, Aug 13, 2022 at 10:24 AM

Subject: Cahuenga Blvd RV Encampments, Tents near Hollywood Bowl ped tunnel - please help

To: <ericeoban@gmail.com>

CC: Elizabeth Lovins <ealovins@yahoo.com>

Dear President Eisenberg,

I am a lifelong Hollywood resident who resides near the Bowl as well as a series ticket holder to H contribute to the solutions that reduces traffic congestion and parking demand for the Bowl. I love r disease from unsanitary conditions or crime. I have served my local Neighborhood Council for over including nine terms as President of my Homeowners Association. My career was to serve Metrop region of Washington DC (MwCOG) where I created multiple, award winning transportation progr

However, since the encampments have been rooted there since 2021, the pedestrian tunnel that c human waste, non biodegradable litter such as plastics, syringes, polyurethane tarps and bags, de the required speed on a freeway. The heavier trash is balanced precariously on the embankment i privilege of walking to the Bowl from my residence, because this City and its representatives have vehicles parked on public right of way for MONTHS against current vehicle code. The lack of sanit Ocean. By blocking the sidewalks with furniture, the campers now usurp any pedestrians and espe

EXHIBIT N

John Ly

From: Eric Eisenberg <ericeoban@gmail.com>
Sent: Tuesday, August 16, 2022 10:20 AM
To: John Ly; John Ly; cris b. liban
Subject: Fwd: Cahuenga Pass - Hollywood - Los Feliz RV Encampment Crisis

----- Forwarded message -----

From: Tony Villanueva <vtonythetiger@gmail.com>
Date: Tue, Aug 16, 2022 at 10:13 AM
Subject: Re: Cahuenga Pass - Hollywood - Los Feliz RV Encampment Crisis
To: <ericeoban@gmail.com>
Cc: Elizabeth Lovins <ealovins@yahoo.com>

Dear President Eisenberg,

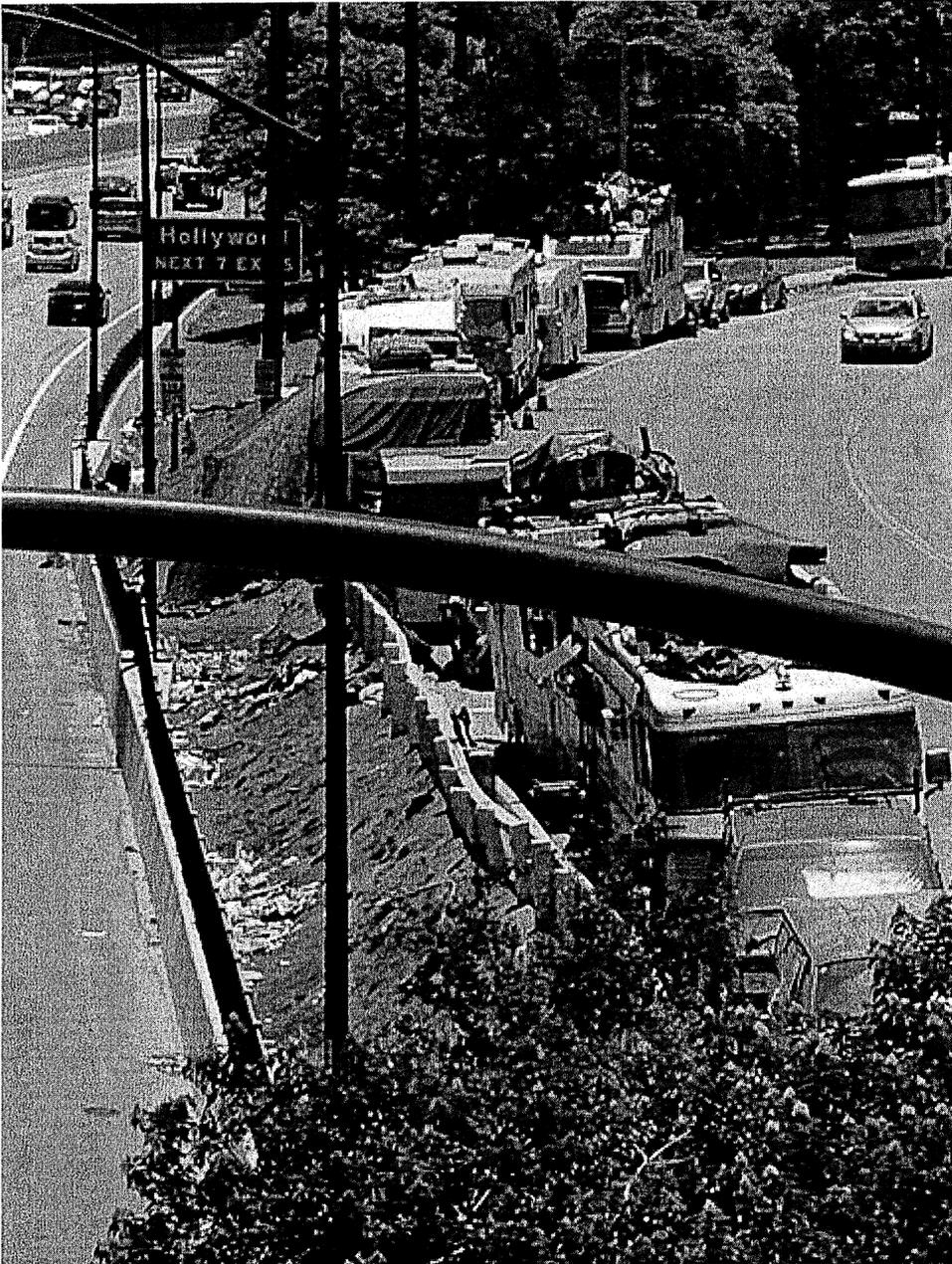
Yesterday I sent a letter asking for help with RV encampments. To more clearly illustrate the need for restrictions on RV encampments I am going to include photos in chronological order showing the deterioration/devastation in my neighborhood
Keep in mind, this is a total of only 6 months.

I noticed today, that Tents are now moving in to the green space.

Thank You for your time.



This is February 2022 - RV's are relatively contained.



July 2022 NO ONE COLLECTS THE TRASH.



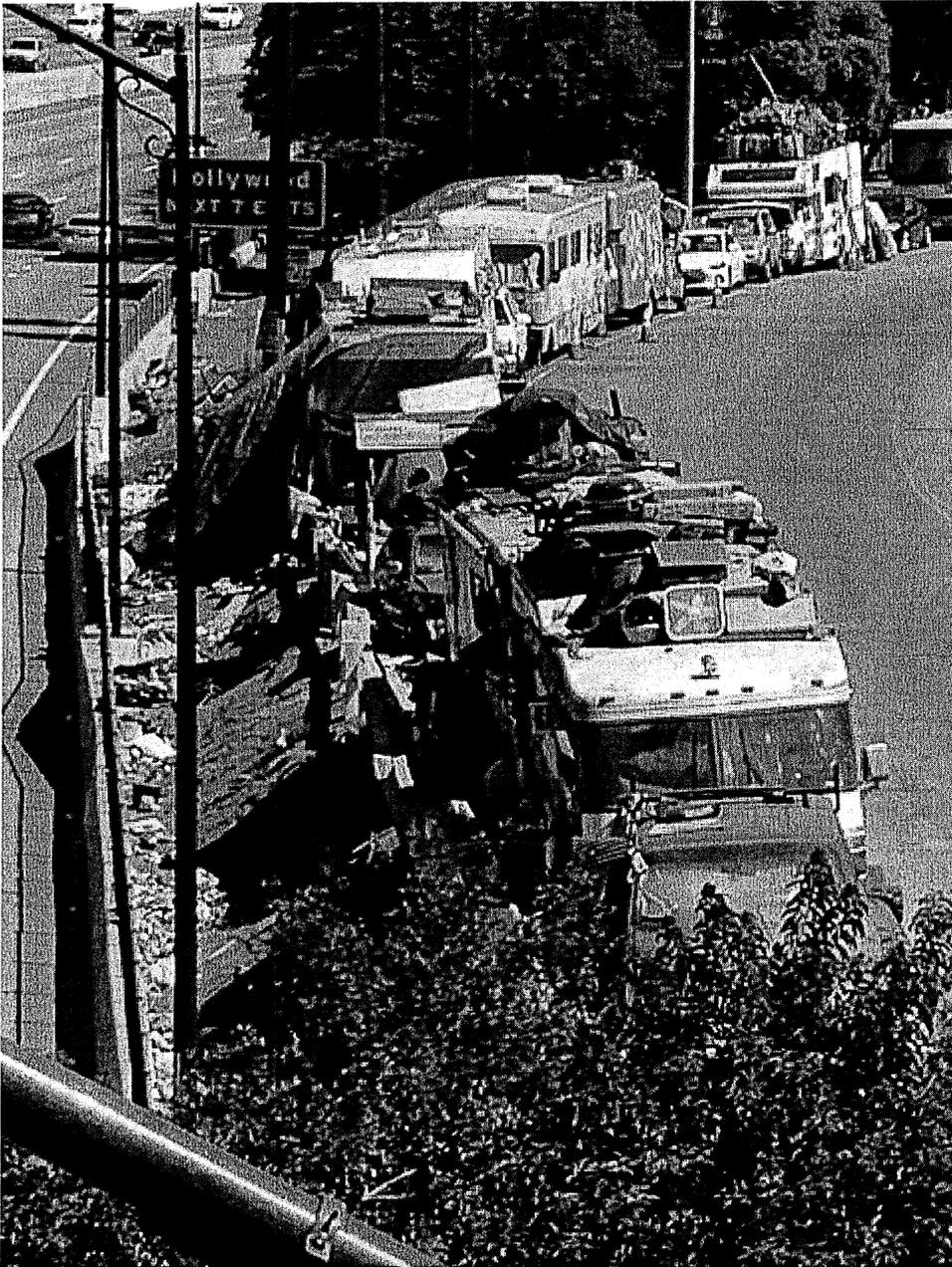
July 2022 HOW IS THIS LEGAL?



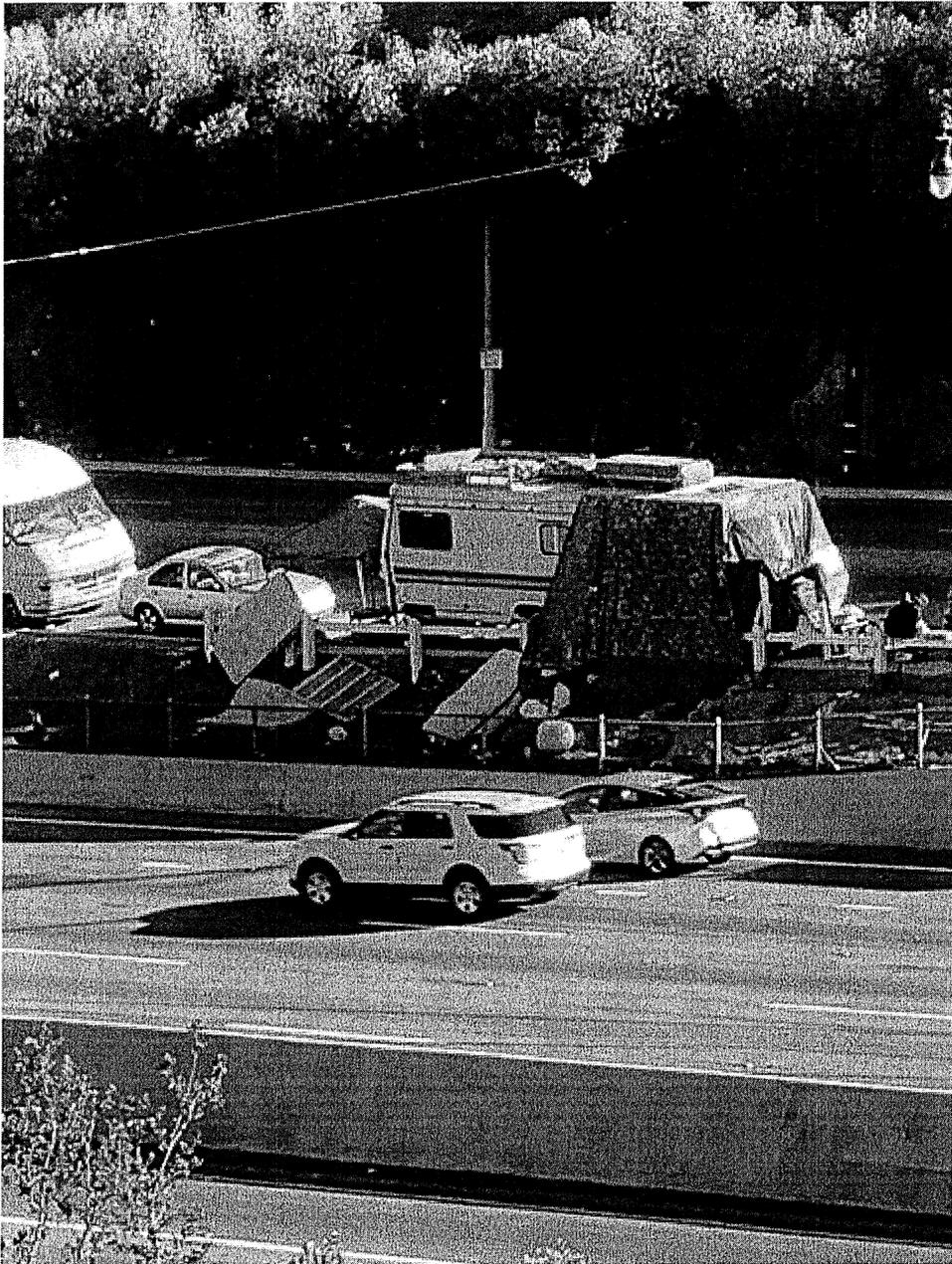
July 2022



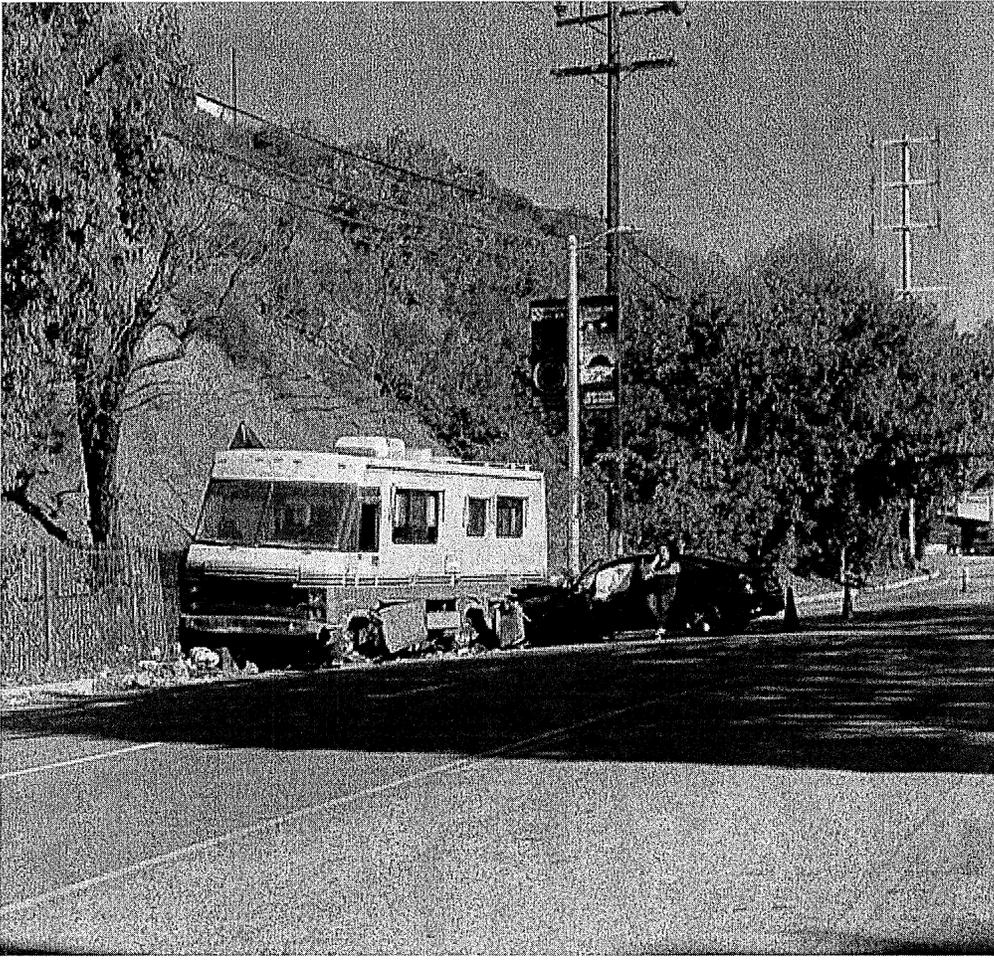
July 2022



August 2022



Yesterday, NO ONE COLLECTS THE TRASH. 3 Full size mattresses



And this is this Morning



Tony Villanueva
vtonythetiger@gmail.com
213-445-7503

On Aug 15, 2022, at 3:08 PM, Tony Villanueva <vtonythetiger@gmail.com> wrote:

Dear President Eisenberg,

Thank You for addressing the current RV crisis in the city and in my Hollywood neighborhood. I am a 34 year resident of Hollywood. I have worked hard all my life and am a good custodian of my neighborhood. In February of 2022 I came home from a job out of town to find an RV encampment had been moved from another location into my neighborhood along Cahuenga Blvd West and the 101 Hollywood Freeway. In February there were approximately 8 RV's that were contained.

I just returned from a job out of town this week. What I came home to is horrifying. The encampment has ballooned to now include 14 RV's (NOT including the inoperable cars and Vans that are part of the encampment) most of which also don't appear to be in operating condition. There are now piles of furniture on top of the RV's in addition to trailers that have been added with scrap metal, old bikes, misc. and furniture. The RV's have also added tarps for additional outdoor space and graded the hillside along the 101 freeway to accommodate. One of the RV's now has 3 FULL size mattresses discarded along the 101 Freeway hillside.

The amount of garbage and trash has escalated. The graffiti - of which I paint over myself has doubled. The hardworking, Voting, tax paying citizens that support Los Angeles need your help. We need an Emergency ordinance to redirect, remove, and prohibit all RV's from parking in front of our homes, schools, parks, and environmentally sensitive areas. The City of Los Angeles has many vacant lots/properties. Why can't these RV encampments be contained in Safe Lots where they can be monitored and have trash collection rather than residential neighborhoods/streets with families?

This is just a few of the important reasons we need a solution to this issue immediately.

*I live in a high fire danger area. Lots of hilly area with dry grass, no smoking is strongly suggested because of that. Every year I get a notice for brush clearance related to fire danger. Everyday on the traffic reports I hear of a homeless encampment fire. One day as I was driving down the 101 freeway South not far from my home I witnessed with my own eyes an individual at one of the RV's on the 101 side of the RV with an out of control flame in a portable BBQ right next to the RV. Horrifying. A fire at this RV encampment would be impossible to contain especially in this heat, as well as devastating to the community and the 101 freeway because of the proximity.

* Increase in crime and illegal drug use. Last week someone was shoot in the chest at one of the RV's. Is this a surprise to anyone? The graffiti (of which I paint over myself) has doubled. I spent all day yesterday painting over what I could get to and I couldn't get to all of it.

* Currently the RV inhabitants are running auto dismantling/auto repair/Bicycle maintenance service. Keep in mind the lane where the RV's are parked is ONE lane going North. To create room to do the maintenance work the inhabitants use orange safety cones to mark off space along the street side. If one of the RV inhabitants is struck by a car the tax payers are going to face a huge law suit that is not fair.

*These RV's are a public safety and health concern. They are inoperable toxic waste sites that are breaking every law on the books. Most Recreational Vehicles are required to dump their waste water only at specific designated locations. The RV's along Cahuenga Blvd don't move. So where are they dumping the toilet/sewage???

We need Help! The Transportation Commission needs to address this public emergency without further delay. The Covid epidemic has subsided. We need to address this RV encampment epidemic next.

Thank You for you help.

Tony Villanueva
vtonythetiger@gmail.com
213-445-7503

--

Eric Eisenberg
President
The Renaissance Group
310.308.3122
San Pedro, CA

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EXHIBIT O

CITY OF LOS ANGELES
INTER-DEPARTMENTAL MEMORANDUM

Date: November 13, 2018

To: The Honorable City Council
c/o City Clerk, Room 395, City Hall
Attention: Honorable Mike Bonin, Chair, Transportation Committee

From: Seleta J. Reynolds, General Manager
Department of Transportation

Subject: **REVIEW OF BEST PRACTICES FOR OVERSIZE VEHICLE PARKING RESTRICTIONS (COUNCIL FILE 17-0956)**

SUMMARY

This report summarizes the Los Angeles Department of Transportation (LADOT) initial review of best practices for restricting oversize vehicle parking by other municipalities.

RECOMMENDATIONS

That the City Council RECEIVE and FILE the report.

BACKGROUND

On January 12, 2018, the Los Angeles City Council (Council) adopted CF 17-0956, directing LADOT to report back with an analysis of the best practices and ordinances that permit, restrict, and/or ban recreational vehicle (RV) parking on public streets in other municipalities. The motion states, "As a result of the rise in homelessness, there is also an increase of people living in oversized/recreational vehicles (RVs)." Concurrently, residents are reporting concerns about the presence of oversize vehicles and RVs reducing roadway space (especially on narrow streets), occupying multiple parking spaces, and impeding line of sight at intersections and driveways.

On June 29, 2010, Council approved an ordinance amending Los Angeles Municipal Code (LAMC) Section 80.69.4 to revise the definition of oversize vehicles, and to establish a procedure to investigate and determine whether the parking of such vehicles between 2:00 AM and 6:00 AM on designated City streets is prohibited (Council File 09-3036). Since 2010, Council has approved numerous resolutions to restrict the parking of oversize vehicles on streets throughout the City. In 2017, Council adopted over 130 resolutions. After oversize parking restriction signs are installed, the vehicles often move to nearby streets until parking restrictions are posted on those streets. Communities continue to experience a proliferation of these vehicles, and the current program provides a piecemeal approach to the problem.

On June 27, 2018, Council approved (CF-14-1057-S4), a six month extension to LAMC Section 80.52, restricting the use of vehicles for dwelling purposes, with a revised sunset date of January 1, 2019. The Council motion instructed the Department of City Planning, City Administrative Officer (CAO), Chief Legislative Analyst (CLA), and Los Angeles Homeless Services Authority (LAHSA) with the assistance of the City Attorney, Los Angeles Police Department (LAPD), and any Department that is necessary, to

report on the feasibility of developing Vehicle Dwelling Parking programs, that prohibits vehicle dwelling near the program sites, and restricts vehicle dwelling parking sites from being within 500 feet of schools, preschools, daycare facilities, and parks.

California Vehicle Code for Oversize Vehicles

The State of California authorizes local authorities to establish their own policies that prohibit or restrict vehicles of a certain size from stopping, parking or standing in adherence with California Vehicle Code (CVC) 22507. CVC 22507 states:

Local authorities may, by ordinance or resolution, prohibit or restrict the stopping, parking, or standing of vehicles, including, but not limited to, vehicles that are six feet or more in height (including any load thereon) within 100 feet of any intersection, on certain streets or highways, or portions thereof, during all or certain hours of the day. The ordinance or resolution may include a designation of certain streets upon which preferential parking privileges are given to residents and merchants adjacent to the streets for their use and the use of their guests, under which the residents and merchants may be issued a permit or permits that exempt them from the prohibition or restriction of the ordinance or resolution. With the exception of alleys, the ordinance or resolution shall not apply until signs or markings giving adequate notice thereof have been placed...

California Coastal Commission

California voters established the California Coastal Commission in 1972 to protect public access and coastal resources. To ensure ongoing beach access, the Commission requires all local governments to comply with the California Coastal Act's mandate to "maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners."

LADOT contacted the California Coastal Commission for any policies or standards on oversize vehicle parking in the coastal areas. The Coastal Commission indicated that they acted on requests for Oversize Parking Districts in the cities of Ventura and Santa Cruz, but not in Los Angeles County. However, the Coastal Commission considers and approves restrictions on a case by case basis with public access to the coastal area as a key factor.

DISCUSSION

To understand how other large cities address oversize vehicle and RV parking, LADOT staff reviewed the parking programs and municipal codes of the largest cities in the United States by population. Because California has unique laws and oversight from the Coastal Commission, staff concentrated the review of municipal codes on eight cities in California in addition to several large cities outside of the state.

Practices among Large Non-California Cities

Nine large cities in the United States (New York, NY; Chicago, IL; Houston, TX; Phoenix, AZ; Philadelphia, PA; San Antonio, TX; Dallas, TX; Austin, TX; and Jacksonville, FL) prohibit the parking of oversize vehicles and RVs throughout either the entire city or the entire residentially-zoned portion of the city by default. San Antonio allows limited parking of oversize vehicles for trip preparation, but only for a maximum of 48 hours prior to and 24 hours after use, and only twice within any calendar month. Austin bans

camping in public areas, which includes using a vehicle as a living accommodation on a street or in a parking lot. Jacksonville bans use of recreational vehicles for living purposes in residential areas.

Practices among Select California Cities

LADOT surveyed eight large to medium-sized California cities, including Anaheim, Long Beach, San Diego, San Francisco, San Jose, Santa Barbara, Santa Clarita, and Santa Monica. These municipalities were selected because they have some form of oversized vehicle restrictions in place, and share similar coastal and/or tourism traits with Los Angeles.

| City | Restricted Area | Restricted Times | Permit Program |
|---------------|---|---|----------------|
| Anaheim | Entire city | All | No |
| Long Beach | All residential areas. Non-residential areas based on need | Residential areas - All; Non-residential areas - 2:00 AM to 5:00 AM | Yes |
| San Diego | Entire city | 2:00 AM to 6:00 AM | Yes |
| San Francisco | Entire city | 12:01 AM to 6:00 AM | No |
| San Jose | Select areas based on citizen request or determination of Director of the Department of Streets and Traffic | All | No |
| Santa Barbara | Entire city | All | Yes |
| Santa Clarita | Entire city | Weekdays, holidays excluded | Yes |
| Santa Monica | Entire city | 9:00 PM to 6:00 AM | Yes |

For additional information on each California city surveyed, please see the Appendix.

Best Practices Options

| Options | Pros and Cons |
|---|---|
| <p>1. Current Practice</p> <p>Maintain status quo with posting signs restricting parking between the hours of 2:00 AM and 6:00 AM for oversized vehicles except by permit. Daily permits are limited to not exceed three consecutive days.</p> | <p>Pros:</p> <ul style="list-style-type: none"> ● Allows for oversize vehicle parking districts to be created when a problem arises. ● Daily permits accommodate residents. ● Enforcement requirements continue at current levels, only expanding as signs are posted in various areas. |

| | |
|---|---|
| <p>Cost and Timeline: As needed and will vary based on the number of oversized vehicle restrictions approved by City Council. In 2017, approximately 4,000 signs were installed at an approximate total cost of \$350,000.</p> | <p>Cons:</p> <ul style="list-style-type: none"> ● Once oversized parking restrictions are posted, oversized vehicles often move a few blocks away or to another street that does not have oversized parking restriction signs posted. ● Piecemeal approach creates a large backlog of oversized vehicle parking district sign requests. ● Significant cost to the City for manufacturing and posting the signs. |
| <p>2. Current Practice with Permit Limits</p> <p>Maintain status quo with posting signs restricting parking between the hours of 2:00 AM and 6:00 AM for oversized vehicles except by permit. Daily permits are limited to not exceed three consecutive days. A monthly limit of six total permits per household to prevent ongoing storage of resident vehicles in posted areas while still allowing for trip preparation and return.</p> <p>Cost and Timeline: As needed and will vary based on the number of oversized vehicle restrictions approved by City Council. As a baseline, in 2017, approximately 4,000 signs were installed at a total cost of approximately \$350,000.</p> | <p>Pros:</p> <ul style="list-style-type: none"> ● Allows for oversized vehicle parking districts to be created when a problem arises. ● Daily permits accommodate residents with fewer permits allowed per month to prevent ongoing storage of residents' oversized vehicles on-street. ● Enforcement requirements continue at current levels, only expanding as signs are posted in various areas. <p>Cons:</p> <ul style="list-style-type: none"> ● Once oversized parking restrictions are posted, oversized vehicles often move a few blocks away or to another street that does not have oversized parking restriction signs posted. ● Piecemeal approach creates a large backlog of oversized vehicle parking district sign requests. ● Significant cost to the City for manufacturing and posting the signs. |
| <p>3. Citywide Oversize Vehicle Parking Ban</p> <p>Citywide ban of oversized vehicles with exemptions for government, public utility, commercial loading vehicles, buses, and vehicles with disabled license plate or placard.</p> <p>Cost: Approximately \$900,000 to post signs at all entrances to the City and remove current signs.</p> <p>Timeline: Approximately 20 months, assuming four full-time staff assigned to post signs at all entrances to the City and remove current signs.</p> | <p>Pros:</p> <ul style="list-style-type: none"> ● Eliminates oversized vehicles on public streets citywide with limited exceptions. ● Fewer LADOT resources required than issuing permits and creating new oversized vehicle parking districts. ● Easier policy to enforce. <p>Cons:</p> <ul style="list-style-type: none"> ● Restrictive for residents that own recreational vehicles. ● Displaces those living in oversized vehicles with limited options to park elsewhere in the City. ● Not consistent with current oversized vehicle restricted parking hours, so existing oversized restrictions signs need to be replaced or removed. ● City currently lacks enforcement and sanitation capacity for this option. |

| | |
|--|--|
| <p>4. Citywide Oversize Vehicle Parking Ban with Temporary Permits and Expanded Safe Parking Program</p> <p>Citywide ban of oversize vehicles with exemptions for temporary residential permits, companies doing business within the City, government, public utility, commercial loading vehicles, buses, and vehicles with disabled license plate or placard. Expand the Safe Parking Program to include designated public streets and lots in each council district to allow persons living in oversize vehicles to safely park overnight and receive social services.</p> <p>Cost: Approximately \$900,000 to post signs at all entrances to the City and remove current signs.</p> <p>Timeline: Approximately 20 months, assuming four full-time staff assigned to post signs at all entrances to the City and remove current signs.</p> | <p>Pros:</p> <ul style="list-style-type: none"> ● Limits oversize vehicles on public streets citywide with exceptions for residents, businesses, and other classifications. ● Easily regulated process. ● Provides a safe haven for people living in oversize vehicles that need overnight parking. <p>Cons:</p> <ul style="list-style-type: none"> ● Limits residents and businesses, not already in oversize vehicle parking districts, ability to park on-street. ● Potentially greater resource needs to administer the Program. ● Need to identify locations and resources to accommodate the Safe Parking Program. ● Not consistent with current oversize vehicle restricted parking hours, so existing oversize restrictions signs would need to be replaced or removed. ● City currently lacks enforcement and sanitation capacity for this option. ● Current Safe Parking Program cannot handle the expected demand. |
| <p>5. Citywide Overnight and Intersection Oversize Vehicle Parking Restrictions with Temporary Permits and Expanded Safe Parking Program</p> <p>Citywide restriction of oversize vehicles between the hours of 2:00 AM and 6:00 AM, and prohibit parking of said vehicles within 50 feet of public intersections. Exceptions for temporary residential permits, companies doing business within the City, government, public utility, commercial loading vehicles, buses, and vehicles with disabled license plate or placard. Expand the Safe Parking Program to include designated public streets and lots in each council district to allow persons living in oversize vehicles to safely park overnight and receive social services.</p> <p>Cost: Approximately \$450,000 to post signs at all entrances to the City.</p> | <p>Pros:</p> <ul style="list-style-type: none"> ● Limits oversize vehicles on public streets citywide with limited exceptions. ● Consistent with current oversize vehicle restricted parking hours, so existing oversize restrictions signs would not need to be replaced or removed. ● Addresses concerns regarding oversize vehicles inhibiting visibility of intersections. <p>Cons:</p> <ul style="list-style-type: none"> ● Limits residents and businesses, not already in oversize vehicle parking districts, ability to park on-street. ● Residents would only be able to park their oversize vehicle on their street. ● Displaces those living in oversize vehicles with limited options to park in the City. ● City currently lacks enforcement and sanitation capacity for this option. ● Current Safe Parking Program cannot handle the expected demand. |

| | |
|--|--|
| <p>Timeline: Approximately eight months, assuming four full-time staff assigned to post signs at all entrances to the City.</p> | |
|--|--|

It may be beneficial for the City to create a task force with representatives from LADOT, LAPD, LAHSA, Housing and Community Investment Department, Sanitation, City Attorney, and any other departments that can contribute to the overall effort to address the issue of homeless living in vehicles.

LADOT consulted with the LAPD, Safe Parking LA, and LAHSA. After discussing the best practice options in this report, LAPD and LADOT Parking Enforcement lack the resources to enforce citywide oversize vehicle restrictions, and the official police garages lack the towing and storage capacity to handle the expected number of vehicles impounded under citywide oversize vehicle parking restrictions. Each official police garage only has space to store between two to four oversize vehicles. Unless additional impound storage is identified, this would limit the City's ability to enforce oversize restrictions.

Compounding the enforcement limitations, vehicles cannot be towed while occupied. If an individual refuses to leave their oversize vehicle, LAPD, LADOT Parking Enforcement, and the official police garages cannot tow vehicles that violate oversize restrictions.

Safe Parking LA and LAHSA report that sufficient safe parking resources do not currently exist to meet projected demand, given the additional requirements of oversize vehicles compared to standard sized vehicles.

FISCAL IMPACT STATEMENT

Revenue from the sale of permits will be applied towards covering the cost of implementation, administration, and enforcement of the new oversize vehicle restrictions. Costs for the various options range from approximately \$350,000 annually under current practices to a one-time cost of between \$450,000 to \$900,000 for the various citywide restriction options for sign fabrication, installation, and removal. Enforcement costs are unknown at this time.

SJR:KH:LE:gh

Attachment

APPENDIX - Oversize Vehicle Restrictions Among Select California Cities

Anaheim

Under an ordinance effective in May 2018, the City of Anaheim prohibits oversize vehicle parking on all city streets. There is no provision within the ordinance that allows residents to purchase permits to park their oversize vehicles within city boundaries.

The ordinance exempts: vehicles with a disabled placard or license plate; emergency parking for up to 24 consecutive hours due to mechanical breakdown or physical incapacity of the driver or owner; government vehicles; public utility vehicles parked while the operator is conducting official business; vehicles actively loading and unloading persons or merchandise, or in engaged in construction or other work associated with an adjacent residence or building; vehicles loading, unloading and/or preparing for travel; and vehicles displaying a temporary placard issued by the City Manager.

Long Beach

In June 2017, the City of Long Beach banned oversize vehicle parking in all residential areas, and posted signs at all city entrances via surface streets and freeway off-ramps. Residents who provide proof of residency can purchase up to 22 household permits each year to park in residential areas for loading or maintenance purposes with a minimum of 24 hours between permit uses.

Long Beach can prohibit oversize vehicle parking in non-residential areas for traffic or safety purposes. Occupants of a non-residential block can petition to prohibit oversize vehicle parking with signed support from at least two-thirds of the street frontage occupants. Additionally, the City Traffic Engineer may post oversize vehicle restrictions in a non-residential area at the written request of a council district office, subject to either majority support or lack of sufficient opposition from the affected occupants. Signs posted within a business district restrict parking from 2:00 AM to 5:00 AM. Long Beach prohibits living in vehicles on public streets in its municipal code.

San Diego

The City of San Diego implemented its Oversize Parking Program in 2016. This program prohibits vehicles over 27 feet in length and 7 feet in height from parking within 50 feet of any intersection, alley, or parking lot between 2:00 AM and 6:00 AM without a permit. To ensure commercial activity is not hindered, the program exempts vehicles actively loading, unloading, or performing a service.

Residents with proof of residency and vehicle ownership can purchase 24 hour permits to park Recreational Vehicles (RV) on their block for up to 72 consecutive hours. No more than 72 permits may be issued to one address in a calendar year. San Diego's RV permit program prohibits overnight camping, lodging, or accommodation while parked on any public street.

San Francisco

The City of San Francisco established an Oversize Parking Pilot Program in 2013. The pilot program restricted parking vehicles over 22 feet in length or 7 feet in height between 12:01 AM and 6:00 AM without any permit exemptions. The City posted approximately 700 signs in residential and public use areas, such as parks and recreation centers. Families living in oversize vehicles were directed to a

program where they could safely store their vehicle after enrolling in case management to ultimately secure permanent housing.

The 2013 pilot relied on an ordinance that classified violations as a misdemeanor and gave the Police Department singular authority over enforcement. Due to inadequate resources within that department, the program was unenforceable and San Francisco chose not to expand the program. If the ordinance was written as a civil violation, and therefore enforceable by both police and traffic officers, the program may have been more successful. However, given the inability to enforce the program, the Board of Transportation Directors did not approve new sign postings. Instead, San Francisco took a more targeted approach to outreach and created a Department of Homeless and Housing that has a Vehicular Homeless Team to provide targeted assistance to people living in their vehicles and RVs.

San Jose

San Jose takes a similar approach to Los Angeles, allowing the Director of the Department of Streets and Traffic to establish “No Large Vehicle Parking Zones” following a citizen’s request and departmental study.

Santa Barbara

In 2015, the City of Santa Barbara attempted to ban oversize vehicle parking citywide, but faced legal challenges because alternatives were not identified. In 2016, Santa Barbara adopted less restrictive measures including signage prohibiting oversize vehicle parking without a valid permit. The City posted signs at entrance points to the City, including freeway off-ramps and arterial streets within the City. After these modifications, lawsuits were withdrawn.

Free Oversize Vehicle Disability Permits are available to residents who have a valid disabled placard or license plate and who require an oversize vehicle to accommodate their mobility-related disability. These permits are valid for one year and may be renewed. Permits may be used by the permit holder to park adjacent to their home, workplace, or facilities where they receive services.

The City issues Contractors Oversize Vehicle Parking Permits to businesses with oversize commercial vehicles. Permitted vehicles may park in the public right-of-way between the hours of 7:00 AM and 8:00 PM. Applicants must have a valid Santa Barbara Business License and be current on all applicable city taxes, and vehicles must have a commercial registration issued by the California Department of Motor Vehicles.

Santa Barbara offers a Safe Parking Program that provides case management and outreach to the homeless, and off-street overnight parking to individuals and families living in their vehicles. The City provides 133 confidential, daily-monitored parking places for those living in their vehicles. Owners must provide a current driver’s license, registration, and insurance.

Santa Clarita

The City of Santa Clarita adopted an Oversize Parking Program in January 2001. Santa Clarita’s Oversize Vehicle Parking Program defines oversize as 23 feet in length, 7 feet in width, or 8 feet in height, and any vehicle that meets at least two of those criteria is considered an oversize vehicle. RVs can park for 48 consecutive hours at a time without a permit, and residents may purchase permits that exempt their RVs from the oversize vehicle restrictions for an additional 72 hours. Any vehicle that displays a disabled

placard or license plate is exempt from oversize vehicle parking restrictions. The City's program is not in effect on holidays and weekends.

Santa Monica

The City of Santa Monica adopted an ordinance in February 2013 that prohibits oversize vehicles from parking on any city street between the hours of 9:00 PM and 6:00 AM without a permit. Santa Monica issues permits for residents to park non-commercial RVs in residential areas at no cost upon proof of residency and vehicle registration. The City posts signs indicating the parking restrictions on all streets entering the city limits.

Santa Monica limits residents to one permit per 30 day period. However, residents may request permits for periods of up to 30 days. It is possible for residents to park their RV in residential areas on an ongoing basis. There is no requirement for residents to park the RV on their own block, thus allowing vehicles to be parked on any residential street and potentially impact other parts of the community. The City allows oversize vehicles in beach parking lots and have the same time restrictions as passenger vehicles.